

DDOT REIMAGINED ***FINAL PLAN***



January 2024

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INTRODUCTION

Welcome to the *DDOT Reimagined* Final Plan! This report is the culmination of the Detroit Department of Transportation's multi-year work to develop a roadmap for the future of transit in the City of Detroit. *DDOT Reimagined* is a service, operating, and capital plan that rethinks public mobility in the City of Detroit. The project analyzed where people live, work, and travel and how current DDOT service performs. It also sought to understand the community's priorities and preferences for transit service to create an attractive bus system that people will want to use more often. Having a strong public transit network that provides Detroiters with fast, frequent, and reliable service is critical for promoting economic development and access to jobs, educational opportunities, and essential services.

Why Now?

There are several factors that made now the right time to undertake the *DDOT Reimagined* bus network restructuring plan:

- 1 A changing city.** Detroit has continued to change and evolve in the 21st century and DDOT must respond to population, job, and mobility trends. Transit industry best-practice calls for a comprehensive analysis and review of bus route design, network performance, and the current demand for transit at least every five years, to ensure effective and efficient stewardship of public investment. DDOT has not previously undertaken a study of this type and many of its routes were either designed decades ago for a different city or are the product of austerity measures following the City's 2013 municipal bankruptcy.
- 2 Declining ridership.** Even before the COVID-19 pandemic, transit ridership was falling across the United States. This has been attributed to multiple factors including increased access to private automobiles and competition from ridehailing services like Uber and Lyft. People consistently choose other modes of transportation as they become available, demonstrating that public transit fails to meet customer expectations. *DDOT Reimagined* seeks to reverse this trend by making service more reliable and more attractive to current and potential riders. Detroit has also faced a population decline, shrinking the general market base for transit usage. Fewer riders means less fare revenue that can be used to pay for additional transit service.
- 3 An operator shortage.** Nationally, the U.S. public transit industry has been facing challenges recruiting and retaining bus and train operators. While this issue pre-dates the COVID-19 pandemic, it has accelerated for many transit agencies since then as they face increased competition from the delivery and logistics sectors and shifting employee expectations around compensation and work schedules. DDOT is no different and continues to face high operator turnover and not enough drivers to operate the desired service levels. Moreover, too few bus operators can lead to missing service which reduces system reliability and can further depress ridership. DDOT implemented an emergency service change in November 2021 to right-size service levels to available operators and has been incrementally restoring service since then.



Figure 1: Mayor Duggan's 2023 State of the City address (Photo: Detroit Free Press)

Project Process and Timeline

The project's key goals were:

- 1 Reimagine the DDOT fixed route bus network to align with how, when, and where people are traveling and focus service investments on routes that serve the most riders.
- 2 Engage equitably and transparently with Detroiters across the City and design a network that reflects their wishes and mobility needs.
- 3 Introduce new operations strategies, technology, and passenger amenities to improve reliability and enhance the customer experience.

The project was completed over several phases, as shown in Figure 2.

This report summarizes these project phases, including:

- A summary of the existing conditions analysis, comprising a market assessment and service evaluation.
- A summary of the public outreach effort completed as part of the project.
- The guiding principles used to develop the draft and final plans.
- An overview of the final service plan and its benefits to DDOT riders.
- An overview of the operating and capital plans that accompany the service plan and will serve to strengthen the DDOT network and improve the customer experience.
- A description of how the final plan will be implemented in the coming years.

Data Sources

Data sources for this plan include U.S. Census Bureau population and employment data; travel pattern data from the Replica modeling platform; DDOT automatic passenger counter (APC) and automatic vehicle location (AVL) data; and public route, schedule, stop location, and fare information.

Figure 2: Project Timeline



Executive Summary

The DDOT *Reimagined* Final Plan builds upon the strength of Detroit's street grid and DDOT's core spine routes. The Plan introduces a tier concept to prioritize frequency investments on the routes that serve the most riders and/or have the network value for connectivity and transfer opportunities. The Plan simplifies the alignments of neighborhood connector routes while consolidating several pairs of routes in single routes which minimize unnecessary and duplicative coverage. The Plan proposes a network of Enhanced Corridor, or Bus Rapid Transit (BRT)-lite routes with 7.5- to 10-minute all-day weekday frequencies, with many other routes being improved from 20 or 30 minutes to 15 minutes on weekdays. The Plan's

across-the-board weekday and weekend frequency improvements will provide for more convenient travel opportunities and expedite transfers between routes. Lastly, the Plan also includes recommendations for improvements to operating procedures and technology, along with capital investments in the aforementioned Enhanced Corridors, Connection Corner stops, and bus stop shelters across the system. Implementation will take several years at a minimum, as DDOT works to regrow its operator workforce. Implementation of the Plan's full frequency improvement recommendations will require a substantial increase in the number of budgeted operator (TEO) positions.



MARKET ASSESSMENT

The Market Assessment report includes an analysis of demographic, land use, and travel data to better understand the community mobility needs and the potential market for transit in the DDOT service area. Along with the Service Evaluation of the current system and community discussions from the public engagement process, the Market Assessment informed the recommendations for the redesigned DDOT bus network. Key findings from this report included:

- The built environment in Detroit is ideal for transit, with a grid street network and short, walkable blocks, and virtually all the study area population is served by DDOT. Additionally, the large population of demographic groups who are more likely to ride transit, such as low-income, zero-vehicle, and others, makes for a robust all-day, all-week market for public transit that can attract very high ridership. However, current ridership trends show this is not the case, suggesting that service design and delivery-related challenges are to blame. Current issues with route frequency, alignment, and reliability, all of which impact customer satisfaction and ridership, will be explored in the Service Evaluation.
- Travel pattern data demonstrates that improved regional mobility integration and enhanced connections between DDOT and SMART are needed. Regional travel in and out of Detroit is fluid, and trips do not necessarily start or stop at city limits or the edges of the DDOT service area. Of particular importance, Detroit is home to few regional shopping centers. Destinations like Walmart, Target, Costco, and Kroger primarily lie outside the city boundaries. Rather than end routes at Detroit city limits, extending more routes to nearby shopping or employment centers may be warranted to provide more convenient access to regional destinations.

Figure 3: DDOT Service Area Population Density and Access to Frequent Transit



- Most trip making is short distance, with people traveling within their communities for non-work trips. District-level travel data indicates that most of the weekday travel occurs within the same district or to and from adjacent areas. The two notable exceptions are Downtown and Midtown, which generate much more travel from outside the service area.
- On the other hand, most DDOT routes traverse the entire city, providing a one-seat ride for trips that few people make. There may be opportunities to rethink route design to provide more intra-community circulation that better connects residents with nearby all-day, all-week destinations.

Figure 4: DDOT Service Levels by Hour vs. General Public Travel in Study Area (Fall 2019 vs. Fall 2021)

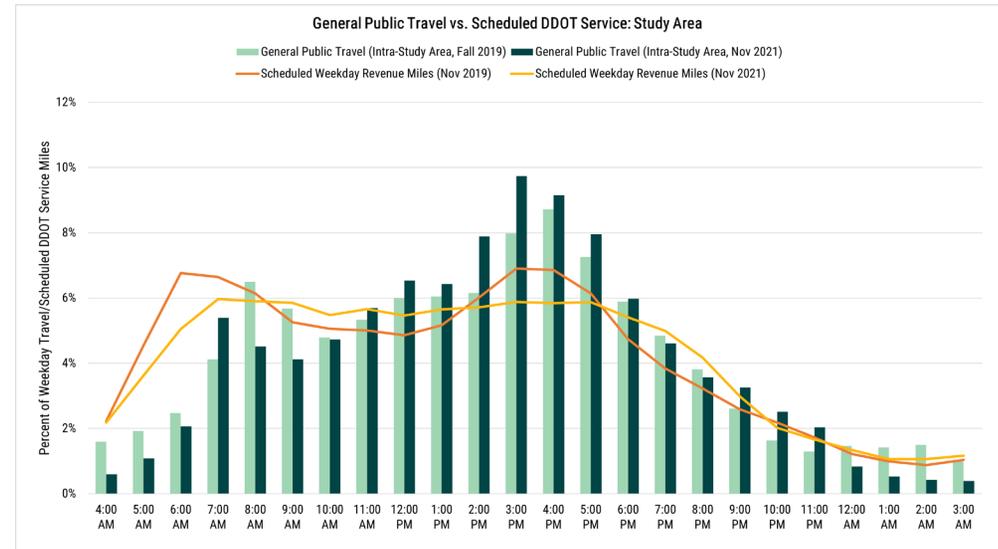


Figure 5: DDOT Service Area Demographics by Community

Regional Study Areas	Youth (Under Age 18)	Young Adult (Ages 18-24)	Senior (Ages 65+)	Minority	Low-Income	People with Disabilities	Zero-Vehicle Households	Regional Study Areas
District 1	25%	10%	15%	95%	30%	20%	19%	District 1
District 2	23%	10%	17%	96%	28%	19%	21%	District 2
District 3	25%	11%	11%	92%	33%	16%	20%	District 3
District 4	27%	10%	11%	93%	35%	19%	21%	District 4
District 5A	21%	12%	14%	87%	42%	21%	34%	District 5A
District 5B	16%	7%	21%	84%	32%	25%	33%	District 5B
District 6	31%	10%	10%	81%	41%	17%	24%	District 6
District 7	29%	10%	12%	89%	38%	21%	23%	District 7
Downtown	3%	16%	11%	55%	16%	8%	28%	Downtown
Midtown	12%	26%	10%	67%	39%	16%	41%	Midtown
Hamtramck	32%	13%	8%	46%	45%	11%	19%	Hamtramck
Highland Park	25%	9%	19%	95%	45%	22%	46%	Highland Park
Dearborn	34%	13%	10%	11%	38%	12%	11%	Dearborn
Study Area	26%	11%	13%	82%	35%	18%	23%	Study Area

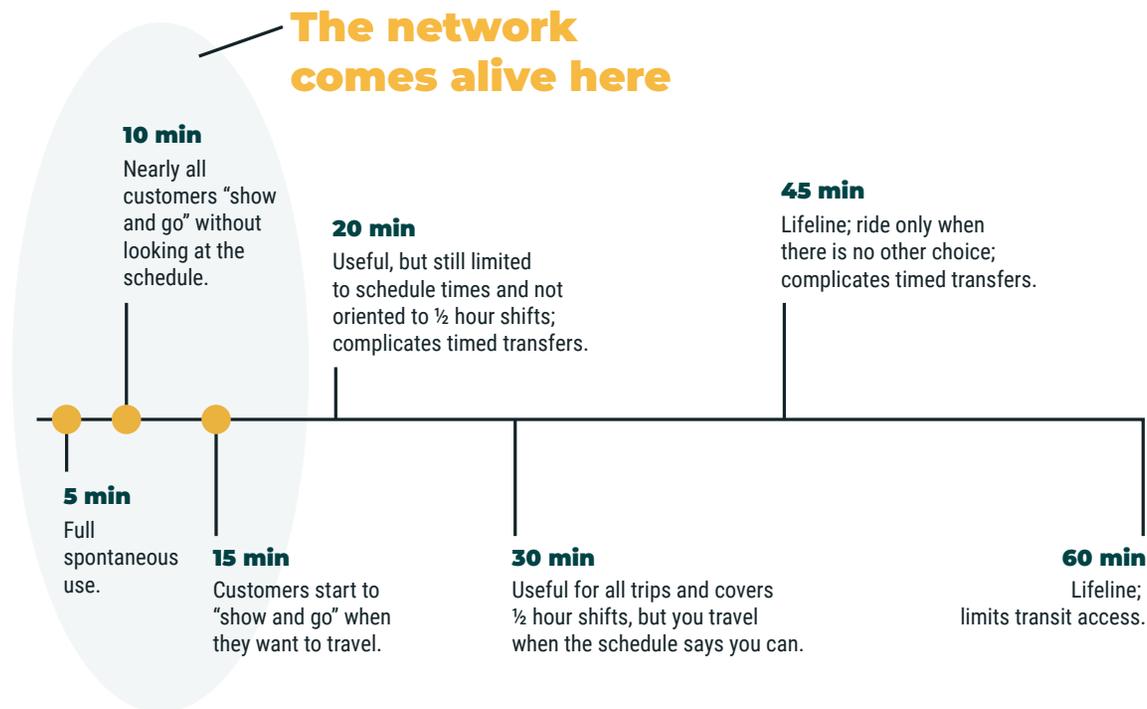
SERVICE EVALUATION

The Service Evaluation report analyzed route design, agency policy, and service performance to better understand the current DDOT network and identify opportunities for improvement. Along with the Market Assessment of the DDOT service area and community discussions from the public engagement process, the Service Evaluation informed the recommendations for the redesigned DDOT bus network.

While many routes serve a clear role in the network, there are duplicative routes with minimal spacing between adjacent corridors or overlapping segments that do not create network synergies. Rethinking or realigning these routes creates an opportunity for improving the efficiency and effectiveness of service delivery to

attract more riders and make better use of existing resources. When faced with limited resources, DDOT must make difficult decisions about how to allocate resources across the service area to maximize access for riders and provide a high-quality customer experience. Improving efficiency and effectiveness is not just about reporting better numbers. When a bus serving an under-performing route is reallocated to a route that carries many more passengers per hour, DDOT has the opportunity to provide more mobility for more people and generate additional revenue that can be reinvested back into additional service. The following strengths, weaknesses, opportunities, and challenges summarize the key takeaways from the Service Evaluation.

Figure 6: Why Frequency Matters



Strengths

- Detroit's street grid, with only a few exceptions, promotes transit connectivity and walkability and allows for efficient bus routing.
- Most of the city is served by a DDOT route and many alignments are easy to understand.
- DDOT's fare structure is straightforward, and the Dart pass is an important step to improved regional integration with SMART.

Weaknesses

- Riders must transfer to SMART routes to access destinations outside of Detroit city boundaries, making it more difficult to access suburban jobs or regional shopping destinations.
- Service delivery and on-time performance challenges compromise transit service quality and reduce customer satisfaction with DDOT.
- Low frequencies on many routes make transfers more challenging for customers and require excellent service delivery to minimize missed connections.

Opportunities

- Improve frequencies to capture greater mode share of short-distance trips.
- Improve connections outside of Detroit city limits and make suburban jobs accessible to Detroiters.
- Improve daily service delivery and reliability.

Challenges

- Ongoing operator and mechanic recruitment and retention efforts will take time, extending the timeline for service restoration or expansion efforts.
- DDOT is a City of Detroit department and not an independent authority, adding complexity to service, funding, and organizational planning and decision making.
- Along with private automobiles, DDOT also faces competition from SMART for riders along shared corridors. DDOT also faces competition from SMART for bus operators.

PUBLIC INVOLVEMENT

Extensive and robust public outreach and community engagement were an integral part of the *DDOT Reimagined* plan development process from the outset. Outreach was conducted in three phases: community listening sessions and collecting input, sharing the Draft Plan, and a public hearing to share the Final Plan.

Phase I Outreach

Prior to developing the draft network recommendations, DDOT conducted in-person and virtual community listening sessions and held meeting with key stakeholders and transit advocates in Spring and Summer 2022 to collect input on how DDOT can improve, where service enhancements are most needed, and how DDOT can work with the community to advance a more regional vision for transit. Round I engagement activities included:

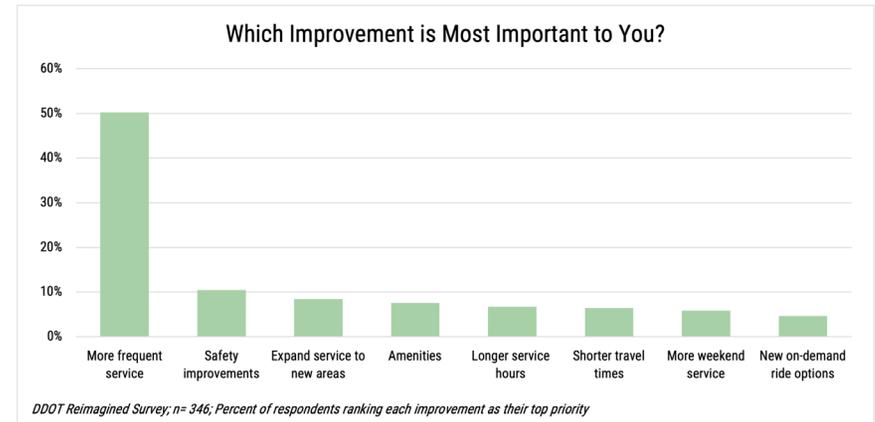
- Listening sessions to hear what is and is not working with DDOT, collect input for the Draft Plan, and spread awareness of *DDOT Reimagined*.
- In-person meetings in each City Council district, plus two virtual and two in-person citywide meetings.
- A dozen pop-up events at transit centers and key locations around the City.
- Briefing meetings held with DDOT bus operators, key stakeholders, transit advocates, and City Council staff.

DDOT also administered a survey (online and paper) to collect input and received more than 800 responses. **Key findings and comment highlights are below.**

- 58% of respondents had a neutral or better opinion of DDOT.
- 87% of respondents were current riders, with 46% of current riders saying they ride five or more days per week.
- 58% of current riders said they do not have access to a private vehicle.
- 50% of respondents ranked more frequent service as their top priority for the plan, more than all of the other options combined.



Figure 7: DDOT Reimagined Community Survey - Improvement Priorities Responses



What Detroiters Think About Transit

“It’s hard to think through improvements when the service is so unreliable.”

“Shout out to the ... drivers showing up for work and having exceptional customer service.”

“DDOT has to think outside the box, to efficiently serve its ridership.”

“DDOT needs to be laser focused on increasing the frequency of service.”

“Bring back reliable early morning service.”

“I think DDOT is doing a good job overall and I appreciate all you do for the city.”

NETWORK RECOMMENDATIONS

Guiding Principles and Service Framework

Network Structure

- Transit success is defined by the network, not individual routes. “Live, Work, Play” mobility requires a transit network that provides easy access to the City’s and Region’s opportunities.
- The current transit network takes advantage of Detroit’s hybrid street orientation with both a grid and radial structure. Since Downtown is only one of many key City and Regional centers, *DDOT Reimagined* has more enhanced Transit Centers and new Connection Corners at key locations.
- *DDOT Reimagined* strengthens the City and regional network through streamlining for faster, more direct travel with more frequent service to deliver convenient and reliable route transfers.

Connected Mobility

- *DDOT Reimagined* proposes a seamless, integrated system of mobility for consumers in the City and Region – bus, rail, microtransit, bike, and pedestrian.
- New enhanced corridor transit service calls for all mobility services to be coordinated around single locations for customer convenience and maximizing the benefit of a new transit stop experience.

Transit Route Access

- *DDOT Reimagined* focuses on providing convenient access (¼ mile, 5-min walk) for most city travelers with basic access for areas between transit corridors (½ mile, 10-min walk).
- The plan calls for bus stop rationalization where appropriate to balance safety, walk time, and service convenience.
- *DDOT Reimagined* proposes that new public and private investment be incentivized on enhanced transit corridors to maximize efficient and effective public access via high frequency transit.

Service Framework

DDOT Reimagined establishes Service Tiers to guide City and Regional transit investment in both service frequency, transit priority, and the customer experience.

- **Tier 1** – critical transit network spines with proposed very frequent service (10-min or better), transit street enhancements, and improved transit stop experience. The majority of daily riders use one of these corridors.
- **Tier 2** – proposed frequent service (15-min or better) routes what together with Tier 1 complete the core network that most riders use every day.
- **Tier 3** – transit routes with 30-minute service that provide mobility to areas between major city and regional corridors.
- **Tier 4** – transit routes that fill gaps in network coverage.

FINAL PLAN

Draft Plan Public and Stakeholder Outreach

Following development of the Draft Plan, DDOT conducted a public outreach campaign to share the plan recommendations with riders, the general public, stakeholders, and DDOT bus operators. DDOT launched the campaign with the unveiling of a specially-outfitted mobile outreach center bus at a lunchtime press conference at Spirit Plaza on Monday, April 24, 2023. DDOT removed most of the seats and custom-wrapped the exterior of the bus (a retired vehicle from DDOT's existing fleet) with a special design to identify it as a mobile gathering place for DDOT *Reimagined* pop-ups and future engagement activities.

DDOT held 20 in-person pop-up events between late-April and mid-July 2023. These events were held at DDOT's transit centers and high-ridership bus stops around the City. Pop-up locations were chosen based on average daily DDOT ridership, expected foot traffic, and geographic balance around the City. These events included posters explaining the DDOT *Reimagined* project, the Draft Plan recommendations, and the benefits of the plan, and books with detailed maps and descriptions of each proposed route change. DDOT and consultant staff were on hand to answer questions and collect feedback, and attendees were encouraged to complete a survey about the draft plan (online or paper version). The results of the survey are summarized in the following section. In addition to the mobile outreach bus pop-up events, DDOT shared the plan on a Department of Neighborhoods DONCast meeting, and held open house and pop-up style events at Rosa Parks Transit Center's meeting space and at each of the Detroit-based Wayne County Community College campuses (Downtown, Northwest and Eastern).

DDOT also hosted a roundtable meeting for invited stakeholders on June 14, 2023. Attendees included local business representatives, transit and mobility advocates, and representatives from community service, disability, housing, and parks organizations. Additionally, DDOT staff hosted drop-in sessions for bus operators in the break rooms at both of the Department's two garages (Shoemaker and Gilbert terminals) in April 2023. DDOT staff

and consultants were present to share the plan with operators, answer questions, and collect feedback. Specific plan recommendations and information materials were left at both terminals for operators to learn more and spread awareness of the Draft Plan.



Figure 8: Public outreach pop-up event at State Fairgrounds TC



What We Heard About the Draft Plan

As previously mentioned, the *DDOT Reimagined* Draft Plan public outreach campaign included a brief survey to gauge public approval of the plan and identify unmet mobility needs or further changes people wanted to see to the draft plan. The survey was posted online as part of the Draft Plan information and paper versions were available at the pop-up events, open houses, and onboard rider intercepts. DDOT collected 421 responses in total. (Not all respondents answered every question.)

In general, Detroiters who attended our pop-up events or shared feedback were very excited about the Draft Plan and its focus on frequency and reliability improvements. They recognized that a reliable, convenient transit network is an important public service and that these improvements will create better access to jobs and other opportunities.

Survey results and comments follow.

Figure 9: Survey of public comments regarding the Draft Plan

GROUP	SUPPORT THE PLAN (OUTRIGHT OR WITH MODIFICATIONS)	PLAN MAKES YOU MORE LIKELY TO RIDE DDOT IN FUTURE
All Respondents	87.1% (n=412)	73.0% (n=408)
DDOT Riders (Daily or Occasional)	86.7% (n=375)	72.8% (n=372)
Non-riders/Former Riders	91.9% (n=37)	75.0% (n=36)

WHAT IS YOUR FAVORITE PART ABOUT THE DRAFT PLAN?

- Better bus service
- More shelters
- Improved frequencies and shorter wait times, more buses on the weekends
- Bus riders are being seen as important and these improvements will make the system better for everyone.
- It will help a lot of people.
- That people can get around the city more easily
- I love that frequency has doubled on most routes and that the most-used routes will get improved stations.
- FREQUENCY!! I'd really love not having to carefully watch the tracker and the clock every time I'm heading to a bus.

WHAT WOULD YOU LIKE TO SEE CHANGED IN THE FINAL PLAN?

- 12 Conant should remain the same. Reconsider 12 Conant service. Keep 12 Conant. Save the #12-Conant.
- Commitment to the community by supporting our people and making sure they get to work and home at a proper time
- Route 16 should continue to run to Jefferson.
- The Hamtramck area is quite dense with low-car households and should have more service.
- Free ride for students
- Make a better effort to work with SMART buses

Final Plan Recommendations

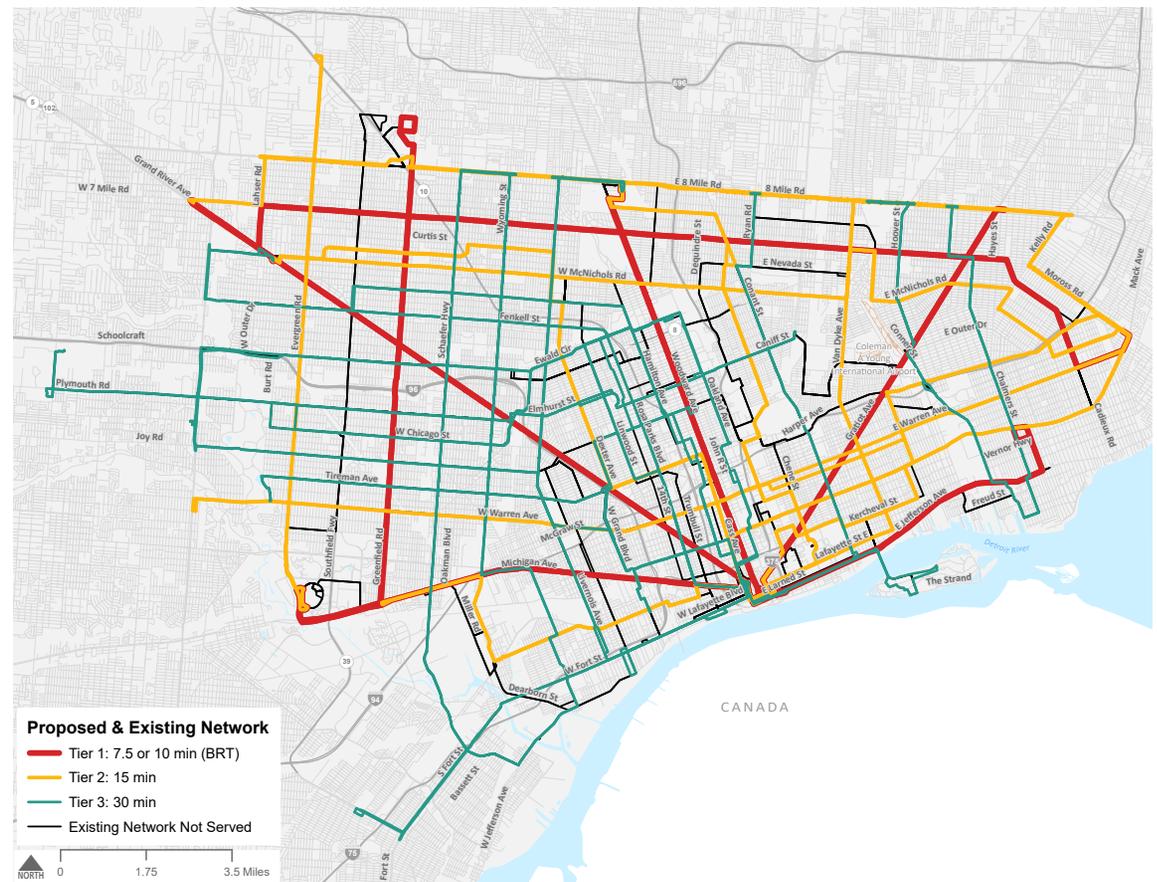
Following the Draft Plan outreach in Spring and Summer 2023, DDOT made revisions to the proposed network to reflect community input and fine-tune route recommendations to better reflect current DDOT operating conditions, transit industry best practice, and common-sense needs of DDOT riders and the wider community. Changes between the Draft and Final Plan networks include:

- Minor alignment changes in Downtown Detroit for Routes **3 Grand River**, **4 Woodward**, and **6 Gratiot** to maximize route efficiency, customer convenience, and restroom access for DDOT bus operators.
- Route **10 Greenfield**: Updated alignment in the City of Southfield to reflect known plans for the street and access road configuration within the Northland redevelopment. (Routing through the new retail center may change as plans evolve and construction continues.)
- Route **12 Conant**: Removed recommendation to discontinue this route following public comments. The proposed new alignment will connect the route with 8 Mile Rd at Ryan Rd and terminate at the south end at E. Jefferson Ave and Mt. Elliott St.
- Route **16 Dexter**: Shifted route from Fairfield Ave to Livernois Ave between Puritan St and McNichols Rd.
- Route **17 Eight Mile**: This route will continue to terminate at 7 Mile Rd/Grand River Ave and not serve the 7 Mile Rd/Middlebelt Rd Walmart in Livonia as previously recommended. (DDOT will continue to work with SMART, RTA, and cities like Livonia to improve regional transit connections.)
- Route **18 Fenkell**: This route's alignment was extended at the west end to maintain connection to Telegraph Rd. At Telegraph, buses will continue north to McNichols Rd and then east to the Old Redford Meijer Transit Center to connect with other DDOT routes and SMART. This will also preserve coverage on McNichols Rd between Lahser Rd and Telegraph Rd, formerly served by Route 32 McNichols.
- Route **27 Joy**: This route's proposed alignment was modified to continue on MLK Jr. Blvd between Rosa Parks Blvd and Cass Ave on the approach to Downtown. This preserves the former Route 47 Tireman's coverage on that segment, streamlines the connection to Downtown, and removes the need to transfer for a connection to the Cass and Woodward corridors in Downtown.

- Route **38 Plymouth**: In Livonia, this route's alignment was modified to still terminate at the Millenium Park retail complex (Meijer). Circulation through the Wonderland retail complex is proposed, to provide closer and safer access to Walmart and Target. With the restored Route 12 Conant serving Mt. Elliott St, this route will now terminate at Caniff St and Mound Rd east of Hamtramck.

The DDOT *Reimagined* Final Network is presented in the map below. Maps, descriptions, and proposed service frequencies and tiers for each route can be found in the appendix.

Figure 10: Network Map



Plan Benefits & Impacts

The DDOT *Reimagined* Final Plan is an opportunity to enhance public mobility in the City of Detroit and surrounding communities and dramatically expand service levels. Adding more bus service, which was by far the most common request we heard during the public outreach and community conversation process, means buses coming more often, operating earlier in the day and later in the evening, and with more weekend service. With shorter waits and more reliable service, this makes transferring between routes more convenient and makes DDOT a more attractive option for getting around the City and connecting with regional transit services.

The DDOT *Reimagined* plan:

- Focuses on exceeding the expectations of past, present, and future customers.
- Improves mobility connections in Detroit – builds equity in access to new City Renaissance opportunities.
- Strengthens the regional network by improving connections with SMART both in frequency/span and new hubs with shared bus stops on major corridors.
- Delivers a transit system that lets customers travel when they want, not just when service is available – a “show and go” network.
- Builds the first seven BRT-style corridors in the City for an improved customer experience with better bus stops, less delay, and more reliable service.

The Final Plan network was compared to the current DDOT network to understand the impacts to current riders and to identify differences in the numbers of people and jobs with access to bus service at either a five-minute (quarter-mile) or 10-minute (half-mile) walk. The results of the analysis are shown below.

More than 98% of current riders will still be within a five-minute walk of a bus route and virtually all riders will be within a half-mile. Nearly all residents will also be within a convenient walk of transit, with only a slight decline due to several route alignment changes.

The most striking benefit of the plan from an access standpoint is the major increase in population, jobs, and current riders with access to frequent bus routes operating every 20 minutes or better. This increase is greatest on weekends, when the number of people within a short walk of a frequent bus route increased from around 10% to nearly two-thirds of the DDOT service area population.

Figure 11: Change in access to Basic Transit

ACCESS TO BASIC TRANSIT (ANY SERVICE)			
COVERAGE PERCENTAGE	WALK DISTANCE	CURRENT NETWORK	DDOT REIMAGINED
Population (753,990 in 2021)	1/4 Mile (5 minutes)	98.6%	98.3%
	1/2 Mile (10 Minutes)	99.2%	99.2%
Jobs (291,331 in 2021)	1/4 Mile (5 minutes)	99.8%	99.8%
	1/2 Mile (10 Minutes)	99.9%	99.9%
Current Riders (38,350 per Weekday in Spring 2023)	1/4 Mile (5 minutes)	100.0%	98.4%
	1/2 Mile (10 Minutes)	100.0%	99.9%

Figure 12: Change in access to Frequent, Enhanced Transit (Weekday)

ACCESS TO FREQUENT, ENHANCED TRANSIT - WEEKDAY (20-MIN OR BETTER FREQUENCY, WITH SOME TRANSIT PRIORITY OR CUSTOMER EXPERIENCE ELEMENTS)			
COVERAGE PERCENTAGE	WALK DISTANCE	CURRENT NETWORK	DDOT REIMAGINED
Population (2021)	1/4 Mile (5 minutes)	49.3%	84.1%
	1/2 Mile (10 Minutes)	65.2%	93.5%
Jobs (2021)	1/4 Mile (5 minutes)	78.0%	95.4%
	1/2 Mile (10 Minutes)	83.6%	97.4%
Current Riders (Spring 2023)	1/4 Mile (5 minutes)	71.4%	90.4%
	1/2 Mile (10 Minutes)	76.9%	94.1%

Figure 13: Change in access to Frequent, Enhanced Transit (Weekend)

ACCESS TO FREQUENT, ENHANCED TRANSIT - WEEKEND (20-MIN OR BETTER FREQUENCY, WITH SOME TRANSIT PRIORITY OR CUSTOMER EXPERIENCE ELEMENTS)			
COVERAGE PERCENTAGE	WALK DISTANCE	CURRENT NETWORK	DDOT REIMAGINED
Population (2021)	1/4 Mile (5 minutes)	9.5%	66.3%
	1/2 Mile (10 Minutes)	12.0%	78.4%
Jobs (2021)	1/4 Mile (5 minutes)	47.0%	86.5%
	1/2 Mile (10 Minutes)	54.0%	90.1%
Current Riders (Spring 2023)	1/4 Mile (5 minutes)	31.5%	81.3%
	1/2 Mile (10 Minutes)	33.7%	86.8%

Figure 14: Change in rider access to proposed transit network (1/4 mile, 5-minute walk)

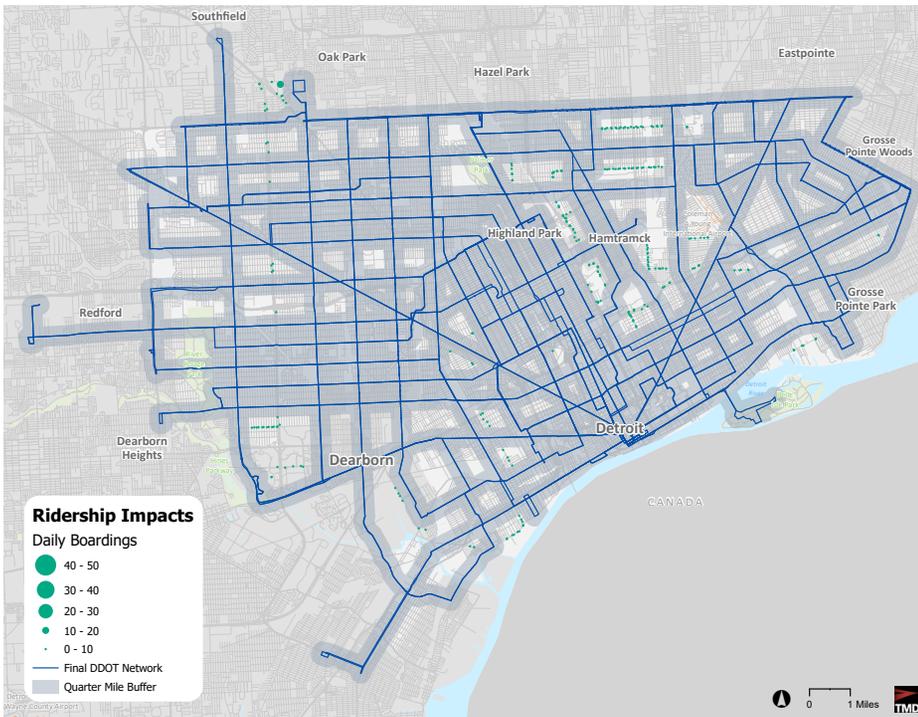
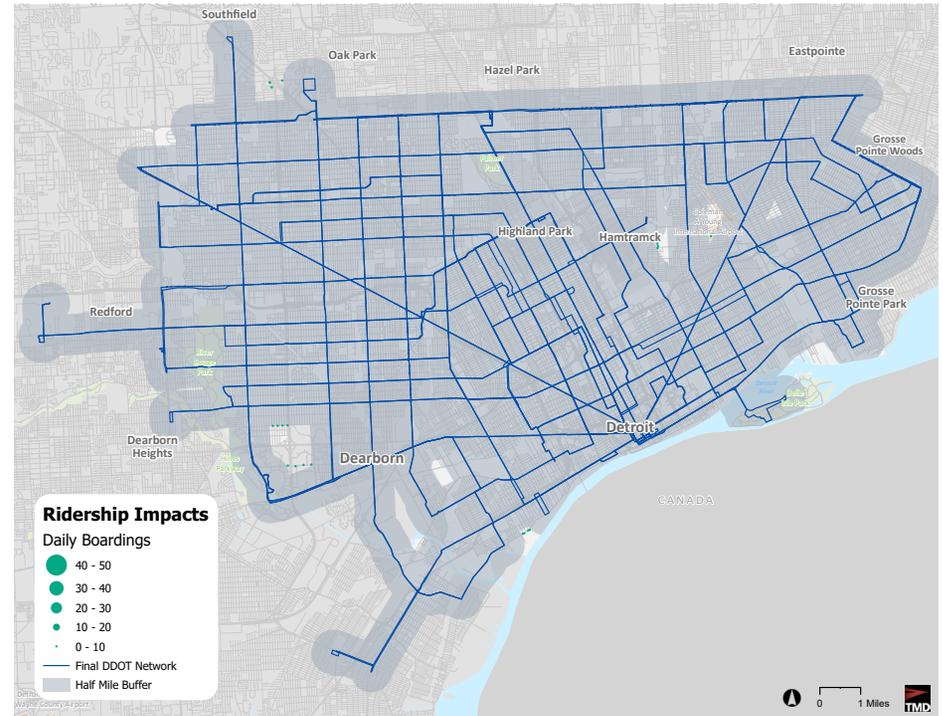


Figure 15: Change in rider access to proposed transit network (1/2 mile, 10-minute walk)



Final Plan Outreach

As part of adopting of the Final Plan, DDOT intends to hold a formal public hearing in early 2024 to share the final plan details and changes from the Draft Plan, answer questions, and accept public comments and input. As DDOT regrows its workforce and identifies the resources to reliably deliver the plan's service recommendations, DDOT will implement the plan in phases. DDOT will hold additional public hearings for each service change implementing part of the *DDOT Reimagined* plan.

OPERATIONS PLAN

The DDOT *Reimagined* Service Network Plan is heavily focused on improving the customer experience and central to that is a high quality, safe, and reliable service delivery every day, every trip. To accomplish that daily goal DDOT Operations is also undergoing a “reimagining” that will include bus operator availability and training, vehicle availability and reliability, new standard operating procedures, and more comprehensive embedding of new technology in daily operations.

TEOs and Vehicles

Bus Operator Availability and Training

A fully staffed and trained bus operator workforce is needed to deliver the scheduled bus service every day. DDOT has put in place effective recruitment and retention strategies for all key positions that are increasing the work force to required staffing levels including extraboard coverage. As well, DDOT is introducing new training for all operations staff in managing and delivering daily transit service safely and reliably, while meeting customer expectations.



Figure 16: DDOT New Operations Staff

Vehicle Availability and Reliability

DDOT is implementing new procedures to ensure that the buses needed to operate daily service are available and in good repair. The new procedures include having standby buses ready to immediately replace problem buses as service departs the garage and to replace problem buses already in service. DDOT has introduced 48 new diesel transit buses in the past two years and will introduce 4 additional zero emission electric buses in 2024 as part of its fleet modernization program.



Figure 17: 2023 New DDOT Diesel Buses

Policy Recommendations

New Standard Operating Procedures

DDOT is reviewing and updating all of its Standard Operating Procedures for bus service delivery to meet customer expectations as part of DDOT *Reimagined* beginning with assuring that the needed buses and operators are available each day, that the service is operated safely and reliably, and that customer expectations are met for every trip. DDOT has introduced nearly 20 new SOPs with more on the way as operating teams collaborate on identifying needed policies and procedures.



Figure 18: New Operations SOPs

Technology

New Technology Integration

DDOT has invested in new operations technology that collects detailed information on where each bus is at each moment, how the buses are performing compared to schedule, how many customers board and alight at each stop, and the total number of passengers on board leaving each stop. Getting all of this information to the right DDOT people at the right time is the key to this becoming an effective operations tool. Together with updated SOPs that build on this new real-time information DDOT is reimagining transit operations.

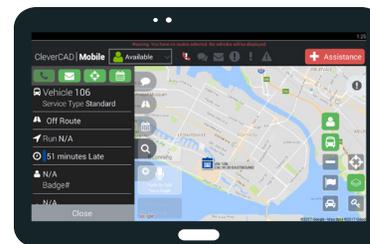


Figure 19: CleverCAD Mobile Computer for Service Inspectors

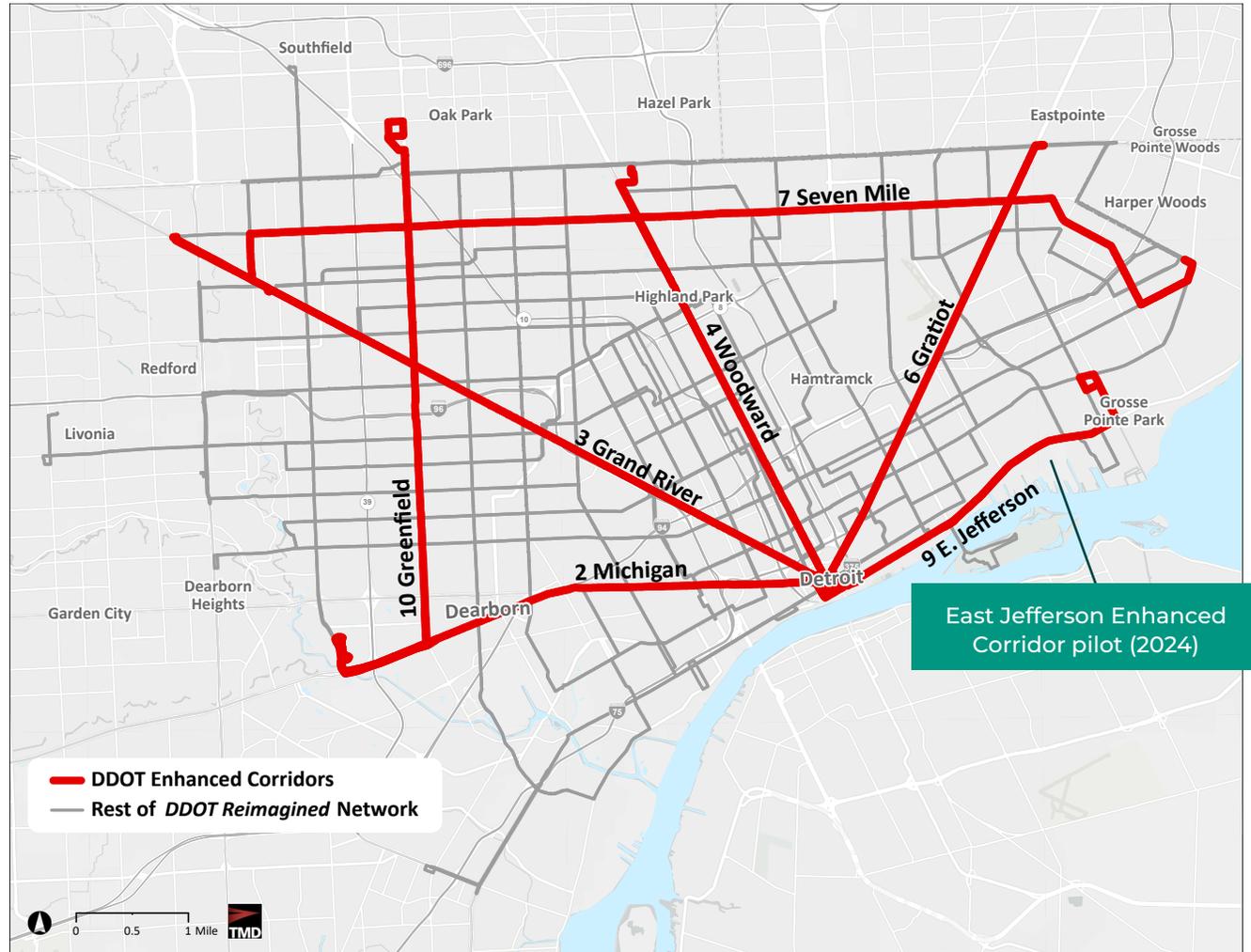
CAPITAL PLAN

The capital program for DDOT *Reimagined* will support the implementation of new and expanded services and support DDOT in providing safe, reliable public transportation delivering a superior customer experience. DDOT will also continuously plan for the replacement and modernization of its fleet, facilities, and equipment as needed to maintain a state-of-good-repair (SGR). The capital plan in this section presents the major enhancements for customers. The capital items include enhanced transit corridors, transit centers, connection corners, bus stop enhancements, and mobility hubs.

Enhanced Transit Corridors

The DDOT enhanced transit corridors program seeks to improve the mobility experience along the highest ridership DDOT bus routes through safety, reliability, and comfort/convenience investments. Figure 20 shows the proposed DDOT enhanced corridors. These seven (7) corridors are currently used by half of DDOT daily customers. The types of improvements along these corridors call for more frequent service (10-minutes or better), rebalancing and relocating of bus stops, stop enhancements, and reduced bus delay. The bus stop enhancements can include a suite of improvements such as bus boarding islands, new shelters, and real-time bus arrival information.

Figure 20: Map of Proposed Enhanced Transit Corridors



Existing (E Jefferson Ave)



Near-Term Phase (San Jose, CA Example)



Permanent Installation (W. McNichols Rd Streetscape Example)



The implementation of the enhanced transit corridors will begin with a pilot program along Route 9 East Jefferson. This pilot program, beginning in January 2024, will implement more frequent service along the corridor with the wait between buses improved to every 10 minutes on weekdays and every 15 minutes on weekends. Deployment of non-permanent boarding islands at selected locations together with bus stop rebalancing and relocations will occur through Summer 2024. DDOT, the Department of Public Works (DPW), and MDOT will be closely coordinating on streetscape, street repaving, and the deployment of permanent bus boarding islands that will further enhance this corridor throughout the next few years.

Passenger Facilities

A key goal of DDOT Reimagined is improving the customer experience and enhanced passenger facilities are a key part of realizing that goal. The capital plan for meeting and exceeding passenger wait and transfer expectations is broken into four key passenger facility groups:



Transit Centers

Major hubs where multiple routes connect. May be on-street or off-street.



Connection Corners

Where two or more routes connect.



Bus Stop Enhancements

Improving the customer bus stop experience.



Mobility Hubs

Locations that connect transit with other mobility modes like bikes, car share, and community places.

Figure 21: Enhanced Transit Corridor Treatments

Transit Centers

Transit Centers in the DDOT service area are designed to facilitate both access to transit service and to reliably coordinate transfers between DDOT routes and with other transit providers like SMART and Transit Windsor.

Currently there are two DDOT transit centers, Rosa Parks in downtown Detroit and State Fair on the site of the former state fairgrounds (see Figures 22 and 23). These major transit hubs are high quality facilities where passengers can conveniently and reliably transfer between multiple routes. State Fair Transit Center will be brand new when it opens in 2024. A series of enhancements proposed to make Rosa Parks Transit Center a positive downtown public space that exceeds customers expectations. Proposed improvements include new safe space for youth, reopened community retail, new operator restrooms, dedicated operations staffing, and new real-time trip displays and departure technology.

Figure 22: Rosa Parks Transit Center in Downtown Detroit (indoors and outdoors)



Figure 23: New State Fair Transit Center Rendering (opening in 2024-2025)



Besides Rosa Parks and State Fair DDOT *Reimagined* proposes three (3) additional enhanced transit centers.

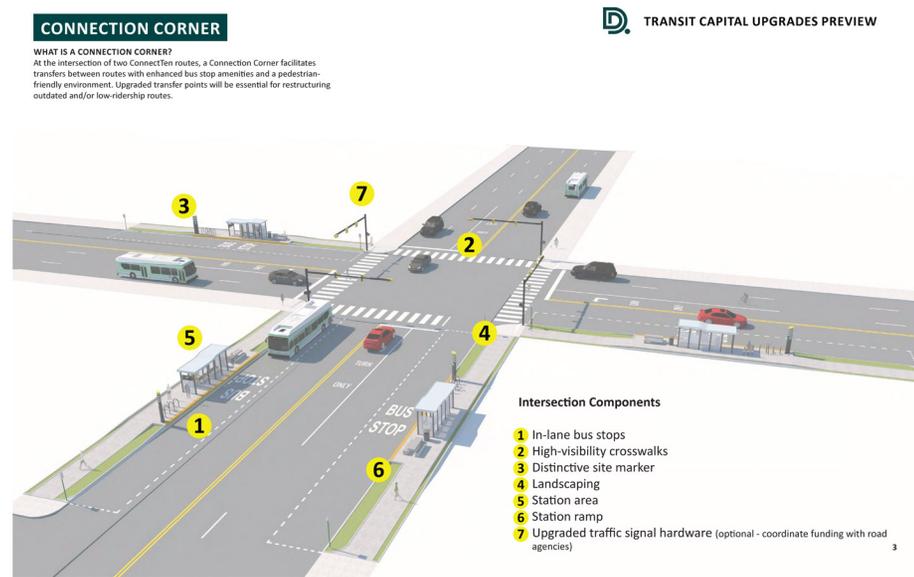
- A transit center at Mack Avenue and Moross Road adjacent to St John's Hospital in Cornerstone Village to serve as a connecting hub for the eastern neighborhoods of Detroit.
- Old Redford Meijer along Grand River Avenue would serve as the northwestern Detroit transit center.
- Fairlane Town Center in Dearborn which serves as the west transit hub for DDOT.

All three existing facilities will be enhanced and optimized for location to serve as key connection hubs for transit and improved community space. DDOT and the City of Detroit will work with external municipalities and/or private property owners to develop the new transit centers and ensure DDOT and SMART's long-term presence at the location.

Connection Corners

The Connection Corner concept proposes enhancements to bus stops at major transfer points, where two or more bus routes intersect. Since many passengers will continue to transfer between transit routes to complete their trip with DDOT *Reimagined*, it is important that these transfers be done reliably, safely, and comfortably. Proposed Connection Corner enhancements include intersection and bus bulb outs, improved lighting, and high-visibility crosswalks to improve safety while waiting and transferring. Bus shelters and benches, along with real-time bus arrival information will be provided for a more reliable and convenient customer experience. Figure 24 presents a sample Connection Corner with the facilities provided.

Figure 24: Connection Corner Graphic



Bus Stop Enhancements

Bus stops are the access points for riders to use the bus system. To attract and maintain riders, bus stops need to be comfortable, safe, attractive, and well maintained. The bus stop enhancement program will improve bus stops throughout Detroit. The prioritization of bus stop improvements will be based on standards developed by DDOT that are informed by bus stop ridership, land use, proximity to key destinations, equity considerations, and available sidewalk space with a goal of having 75% of passenger boardings taking place from a sheltered location through an expedited deployment of new shelters as funding is available. In many instances these bus stop enhancements will be closely coordinated with City of Detroit DPW

streetscape improvements. A description of the improvements follow and are shown in Figure 25:

- Shelter program – DDOT has a shelter program that will deploy an initial 250 shelters over a three-phase capital program, with additional shelters following as funding becomes available. Most of the shelters will serve new locations with some replacing existing shelters that have reached the end of their useful life.
- Bus stop seating – New seating at bus stops will be installed to improve comfort where shelters are not yet warranted.
- Bus signage – The installation of new bus stop signs has already started and the bus stop signage program will install new bus stop signs throughout the City.
- Bus boarding islands – consistent with the enhanced corridor improvements, temporary and permanent bus boarding islands will be installed at major ridership locations across the DDOT service network. The installation of permanent boarding islands will be done in conjunction with DPW streetscape improvements as part of the *Safe Streets 4 All* program.
- Real-time information – Real-time information displays will be installed at Transit Centers, Connection Corners, and high ridership locations to provide “Bus Tracker-type” information to customers.

Figure 25: Bus Stop Enhancements



Mobility Hubs

Mobility hubs serve as connecting points for first-last mile services and can be located at Transit Centers, Connection Corners, or major bus stops. Potential first-last mile connecting modes available at mobility hubs include bike or scooter share, bicycle parking spaces or lockers, car share, and curb space for connections to taxis and microtransit providers (Uber/Lyft). The intent of these facilities is to provide connections between the transit network and areas that are further than a quick walk from the bus stop. An example of an existing mobility hub with bike share is presented below.



Figure 26: Mobility Hub (MoGo Bikeshare at Woodward Ave. & Merrill Plaisance St.)

DDOT *Reimagined* has identified capital funding to support the introduction of mobility hubs. The hubs are administered by the City of Detroit Office of Mobility Innovation.

IMPLEMENTATION PHASING

Implementation of the DDOT Reimagined Service Network Plan is closely linked to available resources: bus operators, vehicles, and funding. The planned rollout involves two key phases:

The current January 2024 service includes a pilot test of BRT-Lite on Route 9 East Jefferson with 10-minute weekday frequencies starting with the Jan24 service changes and new infrastructure being phased in over the next few years (improvements beginning in 2024).

DDOT is committed to continued public engagement as the plan is implemented with each service improvement part of the regular DDOT service change cycle (bus operator picks) where the detailed improvements are shared through the public hearing process.

DDOT is fully committed to managing the rollout and ongoing operation through its performance metric process that includes: safety, reliability, on-time performance, productivity (effectiveness), and efficiency.

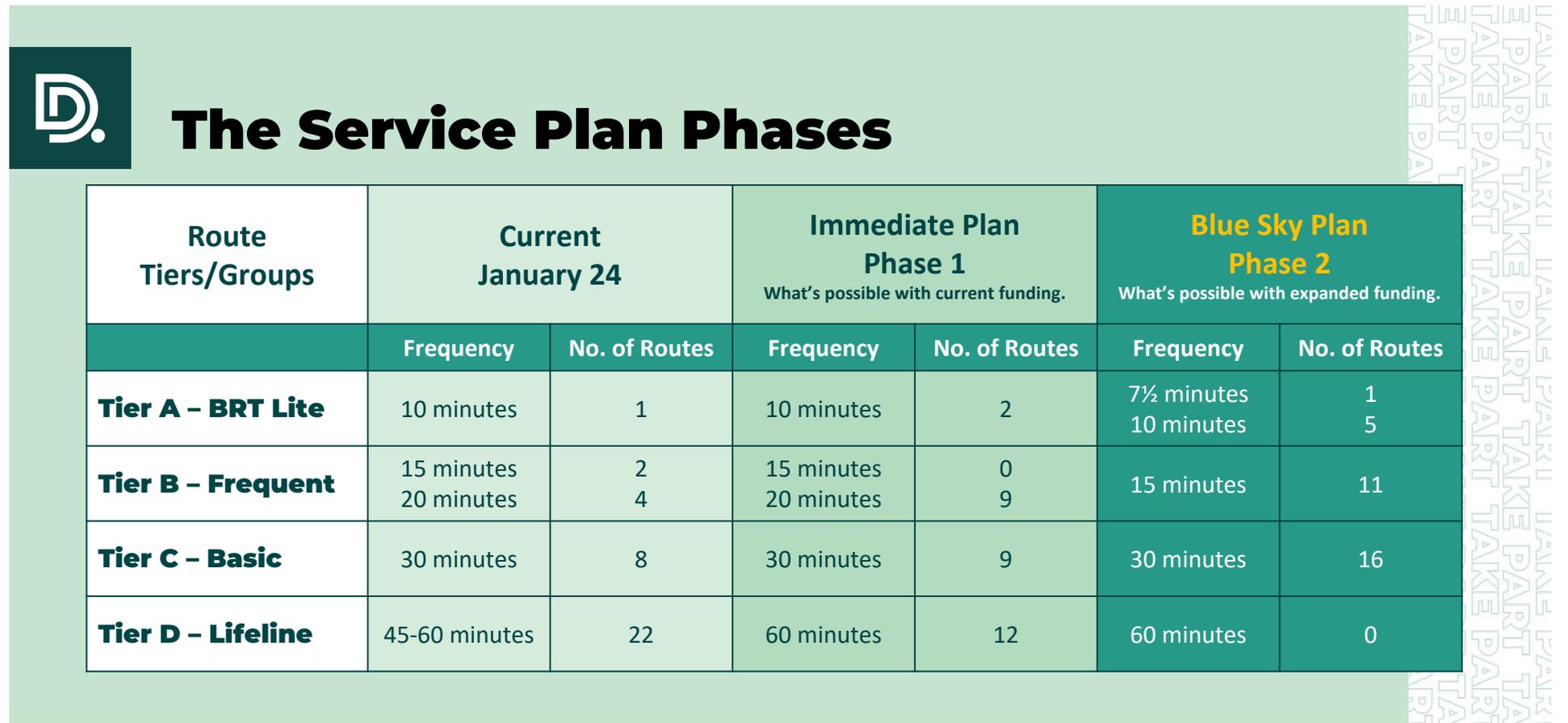


Figure 27: DDOT Reimagined Service Plan Phases

Plan Resources

As previously stated, implementation of the DDOT Reimagined service plan is dependent upon available resources. DDOT will take a phased approach and service improvements will track with operator and fleet availability, to ensure service reliability for customers. Figure 28 below provides a comparison of revenue miles and hours, vehicles, and operators between today's service (January 2024) and an

initial projection for the full implementation of the DDOT Reimagined plan. Full implementation of the plan will likely require 7-10 years, based on current operator hiring and retention. However, this timeline is subject to change as DDOT monitors operator and fleet availability.

Figure 28: DDOT Reimagined Resource Requirements

	CURRENT (JANUARY 2024)	DDOT REIMAGINED	% CHANGE
Weekly Revenue Miles	186,948	378,051	102%
Weekly Revenue Hours	14,560	28,056	93%
Weekday Peak Vehicle Requirement	155	246	60%
Active TEOs Required (with 15% Extraboard Coverage)	398	815	105%
Actual Active TEOs (as of 1/22/24)	375	--	--

Preliminary projection for full implementation of the *DDOT Reimagined* network

DDOT FINAL ROUTE RECOMMENDATIONS

DDOT Reimagined is a bold new vision for public mobility in Detroit and we are excited to share it with you. The following section provides an in-depth look at the alignment and schedule recommendations for each of the bus routes in the DDOT Reimagined Final Plan.

Schedule Recommendations

Current (January 2024) and proposed route frequencies and span by day type.

ROUTE 1 Vernor
Tier 2
EXTENDED

PROPOSED CHANGES

Route 1 will be extended to Greenfield Rd and Michigan Ave to improve westside network connections to Route 10 Greenfield and connect with more shopping opportunities. The route will be streamlined to operate via Wyoming St in Dearborn between Vernor Hwy and Michigan Ave. East of Rosa Parks Blvd, the route will operate via Michigan Ave to Rosa Parks Transit Center.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.	15	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.	30	4 a.m. - 1 a.m.
Sunday	60	4 a.m. - 12:45 a.m.	30	4 a.m. - 1 a.m.

Route Info

Key information on the route's tier and recommended alignment changes. These changes are the results of a deep-dive analysis into current service performance, local mobility patterns and unmet needs, and public input from our in-person and online community conversations.

Route Map

Each route's proposed alignment is shown in orange. The existing alignment is shown in dark green. If the existing route is not visible, the proposed route will operate on the same alignment. The lighter green routes are the rest of the proposed network.

Tier Definitions

The DDOT *Reimagined* network was designed around a tier-based system to guide investment in transit service levels and future customer amenity, infrastructure, and technology upgrades. With consistent frequencies and service spans in each tier, this cohesive organization makes the service and public schedules easier to understand for customers.

TIERS	DESCRIPTION	WEEKDAY FREQUENCY	WEEKDAY SERVICE SPAN	INVESTMENT
Tier 1	Enhanced Bus Corridor (Future BRT) – Most important routes in the system along the key network spines and major commercial corridors	7.5 - 10 minutes	24 hours	Priority for Enhanced Corridors and future BRT treatment
Tier 2	Frequent Transit – Other high-ridership routes that provide important network role	15 minutes	4 a.m. - 1 a.m. or 24 hours	Future candidates for transit priority
Tier 3	Basic Transit – Provide neighborhood circulation or crosstown connectivity to frequent routes	30 minutes	4 a.m. - 1 a.m.	Service investments will upgrade today's 60-minute routes to the Tier 3 standard.
Tier 4	Lifeline Service – Routes that provide transit coverage for unserved neighborhoods or job centers, or areas with low-demand No routes are recommended for Tier 4 in this plan.	60 minutes	Demand-based	

Routes

1 TIER 2	12 TIER 3	31 TIER 2	54 TIER 3
2 TIER 1	13 TIER 3	32 TIER 2	60 TIER 2
3 TIER 1	15 TIER 3	38 TIER 3	67 TIER 2
4 TIER 1	16 TIER 2	39 CONSOLIDATED	68 TIER 3
5 TIER 2	17 TIER 2	40 REPLACED	70 TIER 3
6 TIER 1	18 TIER 3	41 TIER 3	
7 TIER 1	19 TIER 3	42 CONSOLIDATED	
8 TIER 2	23 TIER 3	43 TIER 3	
9 TIER 1	27 TIER 3	46 REPLACED	
10 TIER 1	29 TIER 3	47 TIER 3	
11 TIER 3	30 TIER 3	52 TIER 2	

ROUTE 1 Vernor

Tier 2

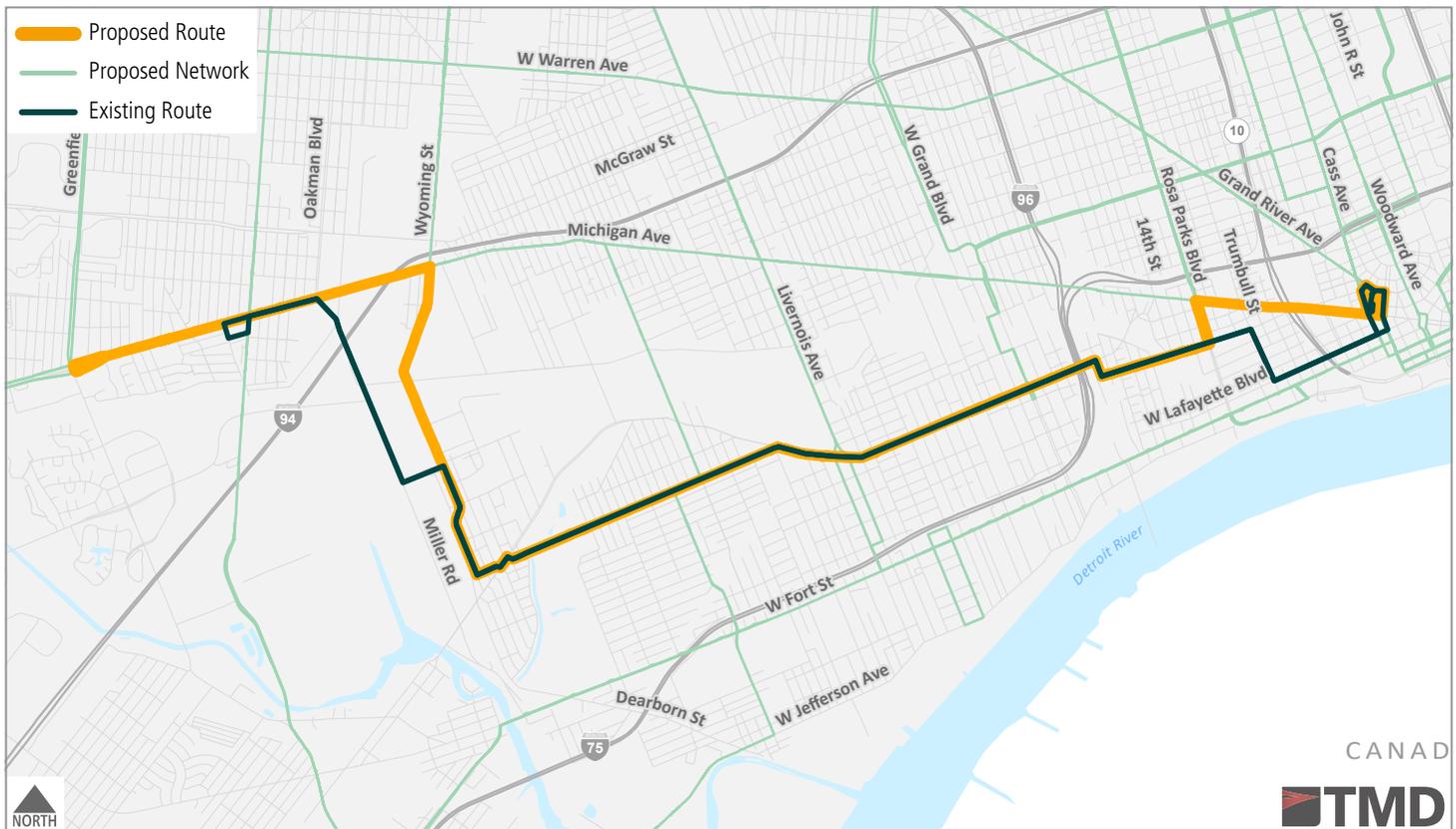
EXTENDED



PROPOSED CHANGES

Route 1 will be extended to Greenfield Rd and Michigan Ave to improve westside network connections to Route 10 Greenfield and connect with more shopping opportunities. The route will be streamlined to operate via Wyoming St in Dearborn between Vernor Hwy and Michigan Ave. East of Rosa Parks Blvd, the route will operate via Michigan Ave to Rosa Parks Transit Center.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.	15	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.	30	4 a.m. - 1 a.m.
Sunday	60	4 a.m. - 12:45 a.m.	30	4 a.m. - 1 a.m.



ROUTE 3 Grand River

Tier 1

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 3 will continue to operate along its current alignment between Downtown and 7 Mile Rd. In Downtown, westbound buses will operate via W Congress St instead of E Jefferson Ave. Proposed for future enhanced BRT/Rapid service.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	20	24 Hours	10	24 hours
Saturday	30	24 Hours	15	24 hours
Sunday	30	24 Hours	15	24 hours



ROUTE 4 Woodward

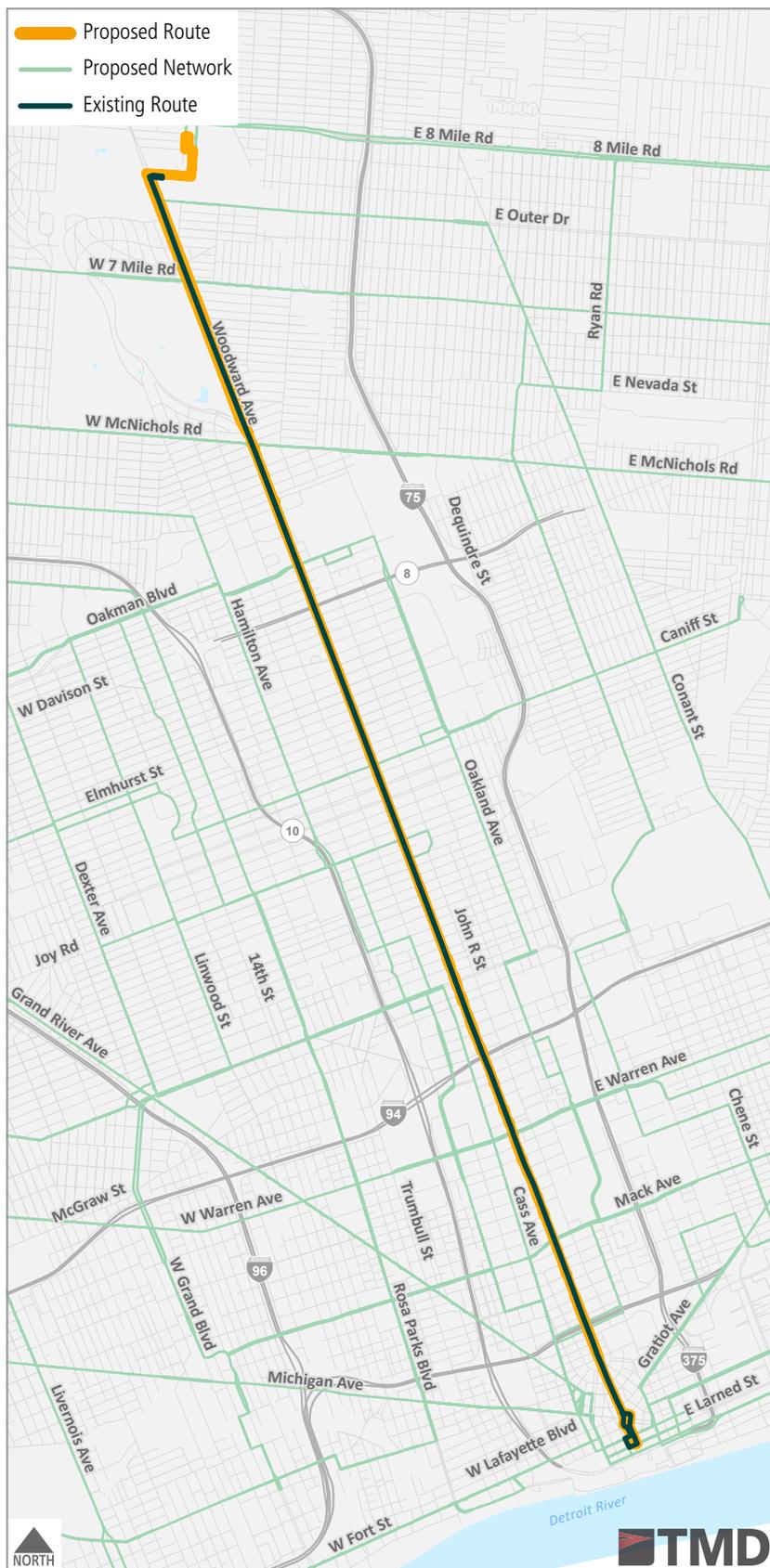
Tier 1

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 4 will continue to operate along its current alignment between Downtown and the temporary State Fair Transit Center. Route 4 will be extended to serve the new State Fair Transit Center when it opens. In Downtown, buses will turn around at Larned St to remain on Woodward, and no longer turn via W Congress St and Griswold St. Proposed for future enhanced BRT/Rapid service.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	15	24 Hours
Saturday	20	24 Hours
Sunday	20	24 Hours

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	7.5	24 hours
Saturday	10	24 hours
Sunday	10	24 hours



ROUTE 5 Van Dyke-Lafayette

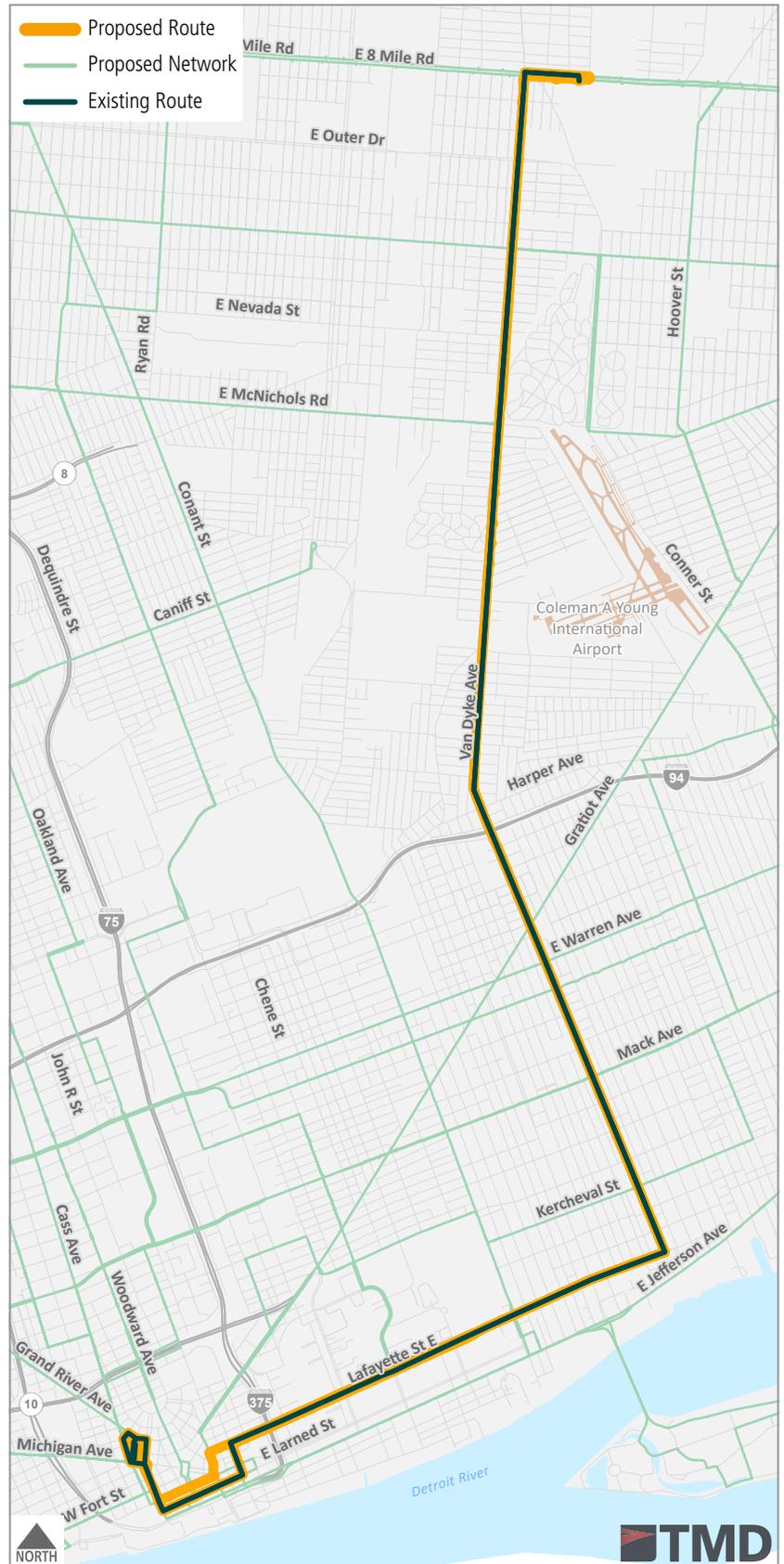
Tier 2

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 5 will maintain its current alignment between Rosa Parks Transit Center and 8 Mile Rd at the Bel-Air Center.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	30	24 Hours
Saturday	30	24 Hours
Sunday	60	24 Hours

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	15	24 hours
Saturday	30	24 hours
Sunday	30	24 hours

ROUTE 6 Gratiot

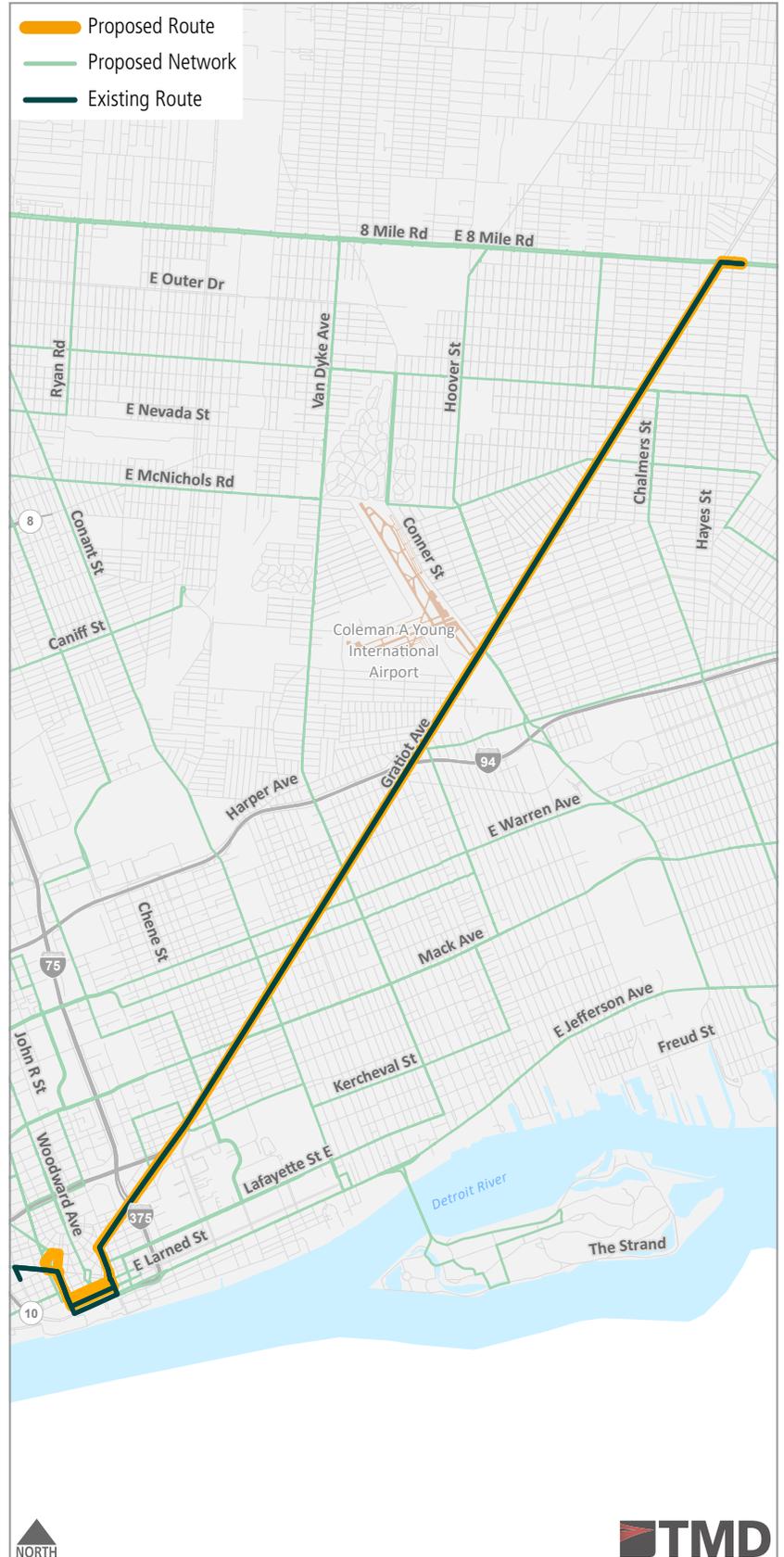
Tier 1

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 6 will maintain its current alignment between Downtown and 8 Mile Rd. In Downtown, westbound buses will operate via W Congress St instead of E Jefferson Ave. Buses will terminate at Rosa Parks Transit Center instead of 3rd Ave/Michigan across from Police Headquarters. Proposed for future enhanced BRT/Rapid service.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	15	24 Hours
Saturday	30	24 Hours
Sunday	30	24 Hours

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	10	24 hours
Saturday	15	24 hours
Sunday	15	24 hours



ROUTE 7 Seven Mile

Tier 1

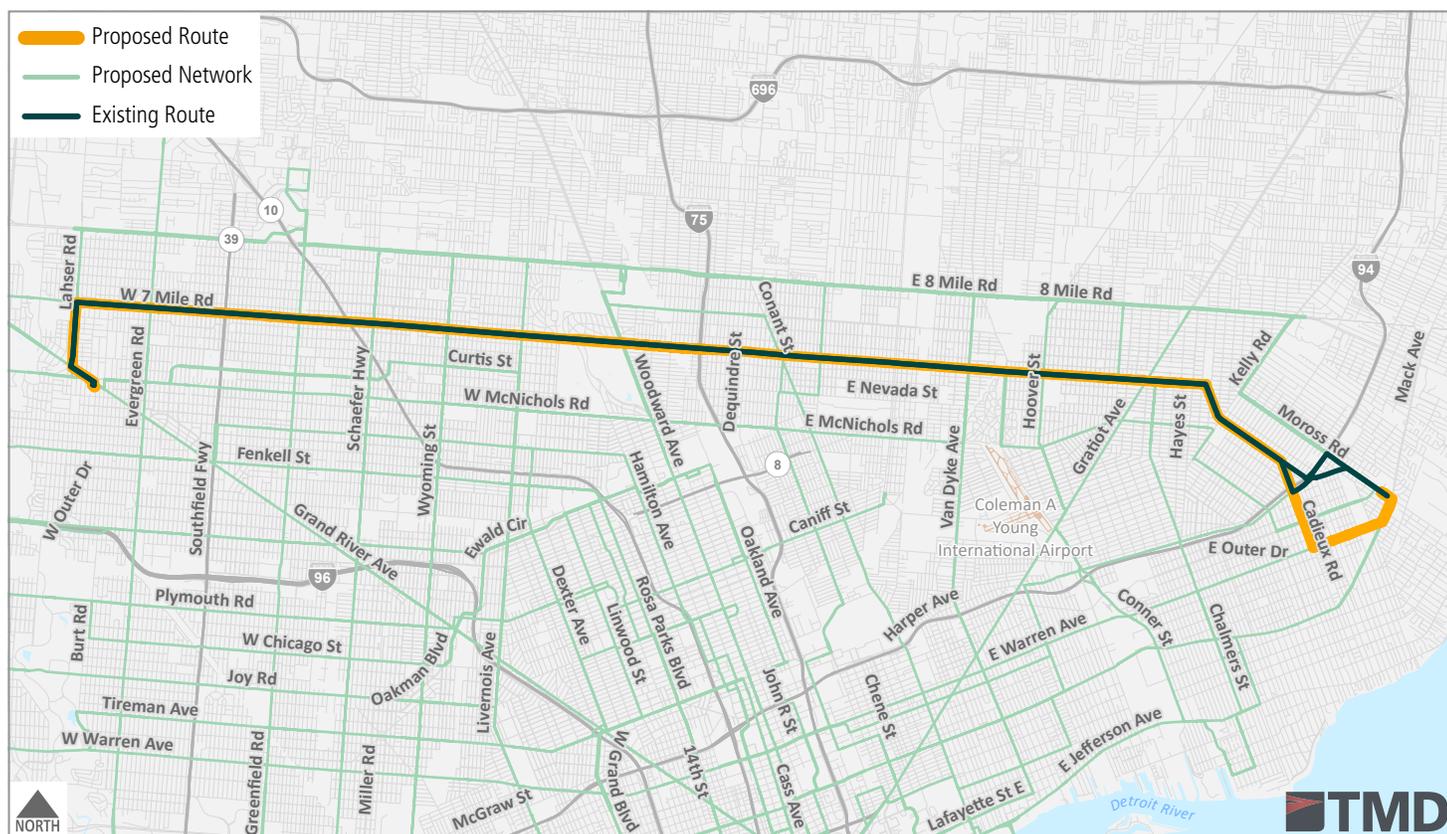
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 7 will continue to operate between the Old Redford Meijer (Grand River Ave/McNichols Rd) and Moross Rd/Mack Ave. On the east side, the route will operate via Cadieux Rd and Warren Ave instead of Chester St and Moross Rd to improve eastside network connections. Proposed for future enhanced BRT/ Rapid service.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	20	24 Hours	10	24 hours
Saturday	30	24 Hours	15	24 hours
Sunday	30	24 Hours	15	24 hours



ROUTE 8 Warren

Tier 2

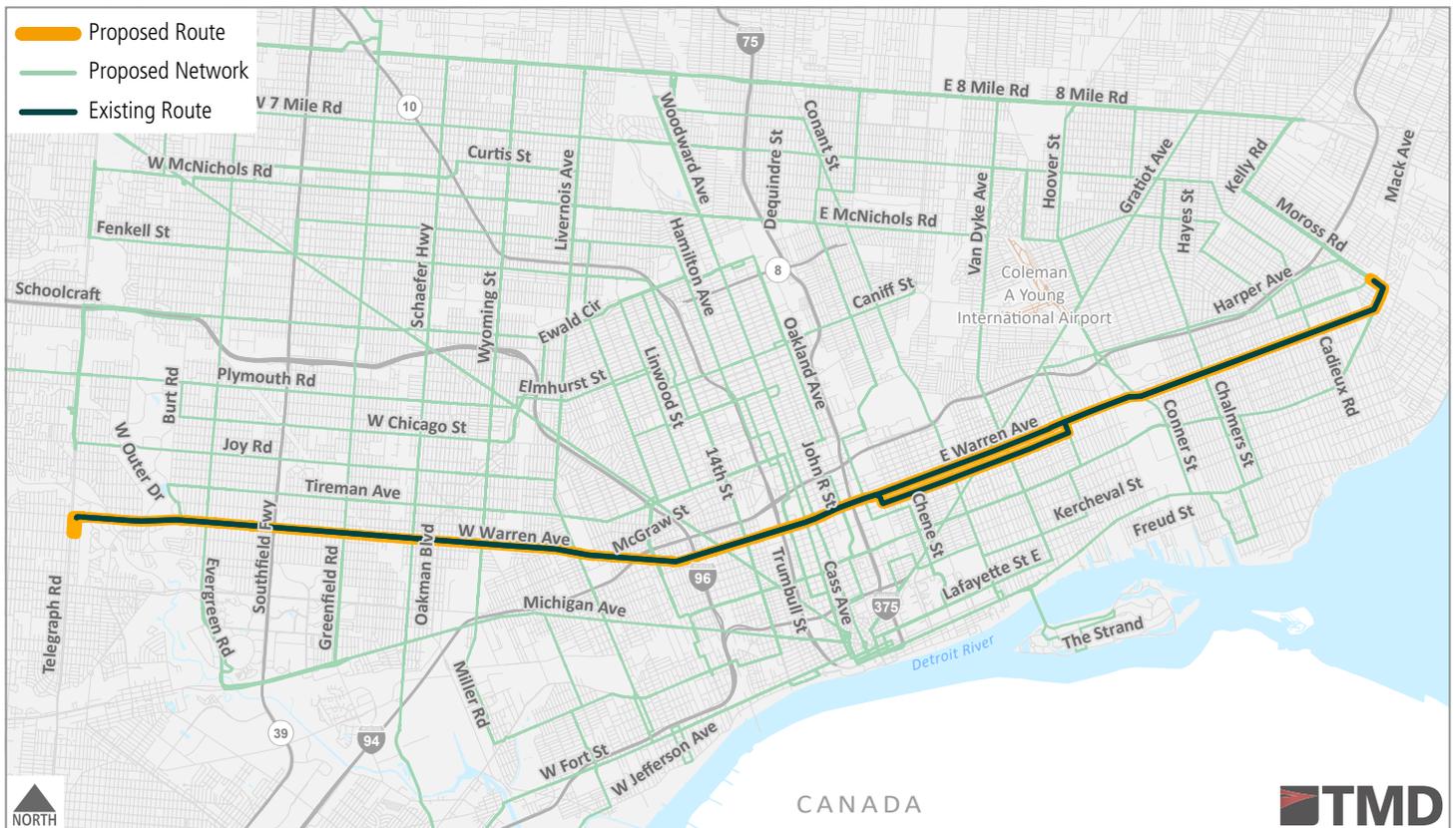
NO ALIGNMENT CHANGE



PROPOSED CHANGES

Route 8 will continue to operate between Moross Rd/Mack Ave and Warren Ave at Telegraph Rd on the current alignment.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	24 Hours	15	24 hours
Saturday	45	24 Hours	30	24 hours
Sunday	60	24 Hours	30	24 hours



ROUTE 9 Jefferson

Tier 1

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 9 will continue to operate between Rosa Parks Transit Center and the east side via the current E Jefferson Ave. alignment. It will be extended north along Alter Rd to Mack Ave to improve eastside network connections and access to shopping. Proposed for future enhanced BRT/Rapid service.

DDOT will conduct a pilot test of route enhancements on Route 9 East Jefferson beginning with implementation of the proposed service frequencies in January 2024. DDOT will also introduce more bus shelters, new trip displays, and new temporary boarding islands at select stops later in 2024.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	10	4 a.m. - 1 a.m.	10	24 hours
Saturday	15	4:15 a.m. - 12:30 a.m.	15	24 hours
Sunday	15	4:15 a.m. - 12:30 a.m.	15	24 hours



ROUTE 10 Greenfield

Tier 1

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 10 will continue to operate between Fairlane Town Center and 9 Mile Rd via Greenfield Rd. A new transit hub is proposed for the west side of Fairlane Town Center, to provide a closer connection to Henry Ford Medical Center and U of M-Dearborn. The routing to Fairlane has been streamlined to operate directly via Michigan Ave to the new hub.

At the north end, the route will operate via Greenfield Rd and through the Northland Center redevelopment before completing its final loop around the Ascension Providence Hospital and ending at 9 Mile Rd. The final alignment through the Northland Center will be determined as the redevelopment progresses. Proposed for future enhanced BRT/Rapid service.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	20	24 Hours
Saturday	30	24 Hours
Sunday	30	24 Hours

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	10	24 hours
Saturday	15	24 hours
Sunday	15	24 hours

ROUTE 11 Clairmount-Grand

Tier 3

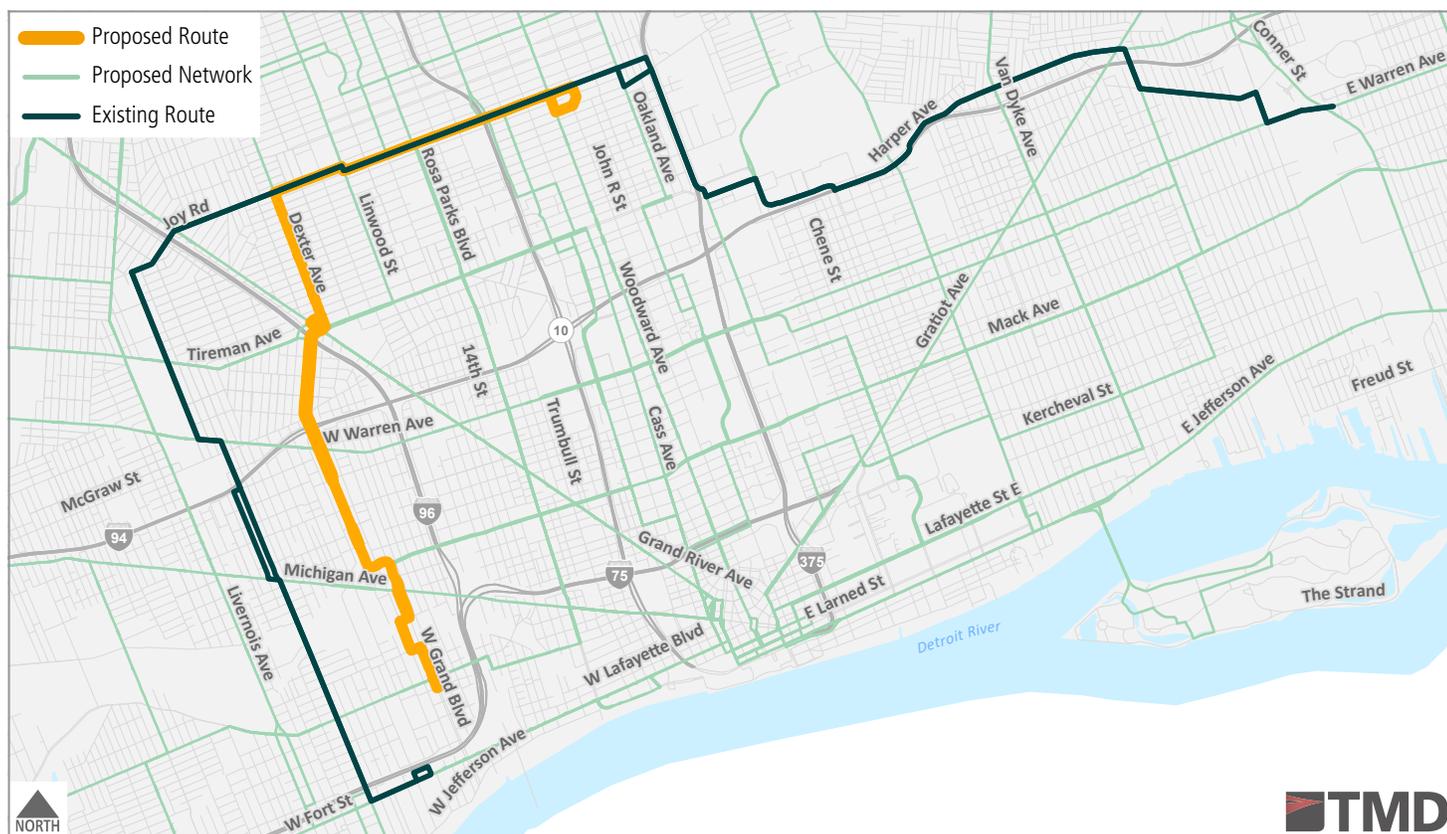
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 11 will be streamlined to improve network connections and now operate between Vernor Hwy/W Grand Blvd and Clairmount St/Woodward Ave via W Grand Blvd, Dexter Ave, Joy Rd, and Clairmount St. Westside riders of the former Route 11 can access 30 Livernois as an alternative and eastside riders can access Routes 5, 6, 8, 29, 38, 52, or 67.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	5 a.m. - 8:45 p.m.	30	4 a.m. - 1 a.m.
Saturday	--	--	30	4 a.m. - 1 a.m.
Sunday	--	--	30	4 a.m. - 1 a.m.



ROUTE 12 Conant

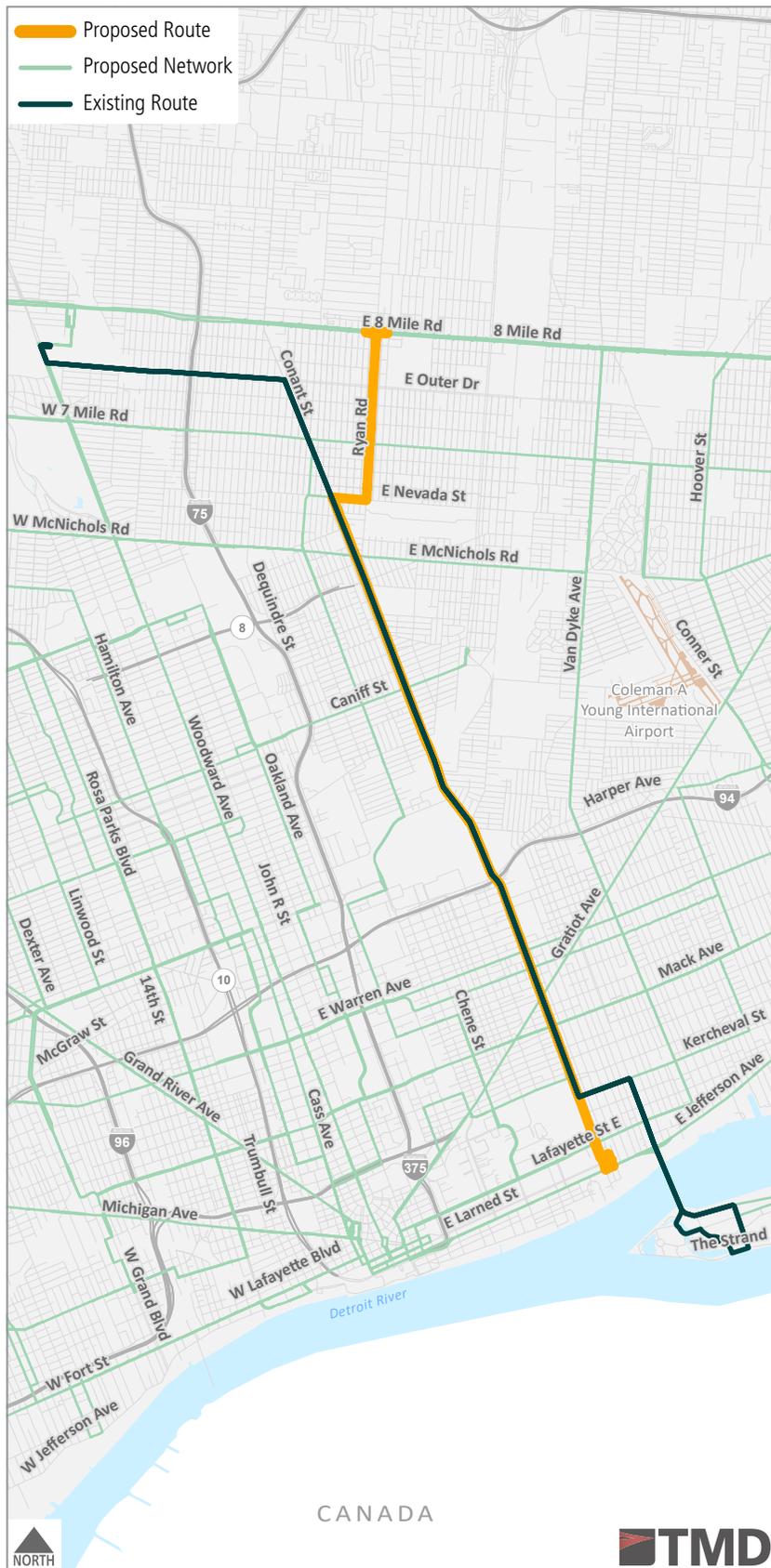
Tier 3

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 12 will operate between E Jefferson Ave and 8 Mile Rd via Mt Elliott St, Conant St, E Nevada St, and Ryan Rd. Customers traveling to Belle Isle can ride the Route 70 shuttle as an alternative. Customers north of Nevada St/Conant St can ride the new Route 52 as an alternative for service to and from State Fair Transit Center and Meijer.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	7:30 a.m. - 8 p.m.
Saturday	60	7:30 a.m. - 8 p.m.
Sunday	60	8 a.m. - 6:30 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.



CANADA



ROUTE 13 Conner

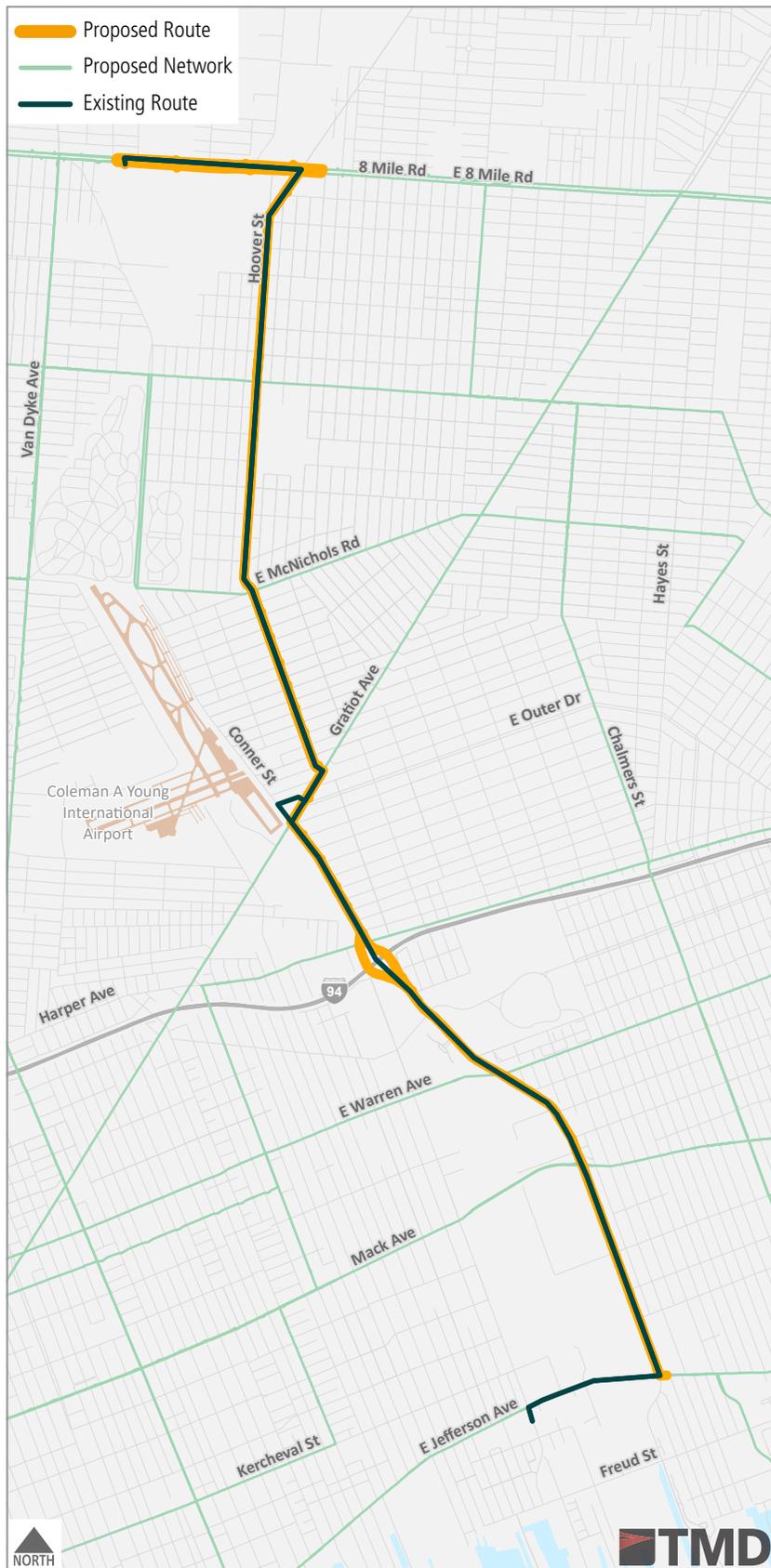
Tier 3

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 13 will continue to operate between 8 Mile Rd and E Jefferson Ave on its current alignment. At the south end, Route 13 will terminate at Conner St/E Jefferson Ave to allow for connection with a streamlined Route 68 Chalmers.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	5:30 a.m. - 9 p.m.
Saturday	60	5:30 a.m. - 9 p.m.
Sunday	60	7 a.m. - 7:15 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.

ROUTE 15 Chicago-Davison

Tier 3

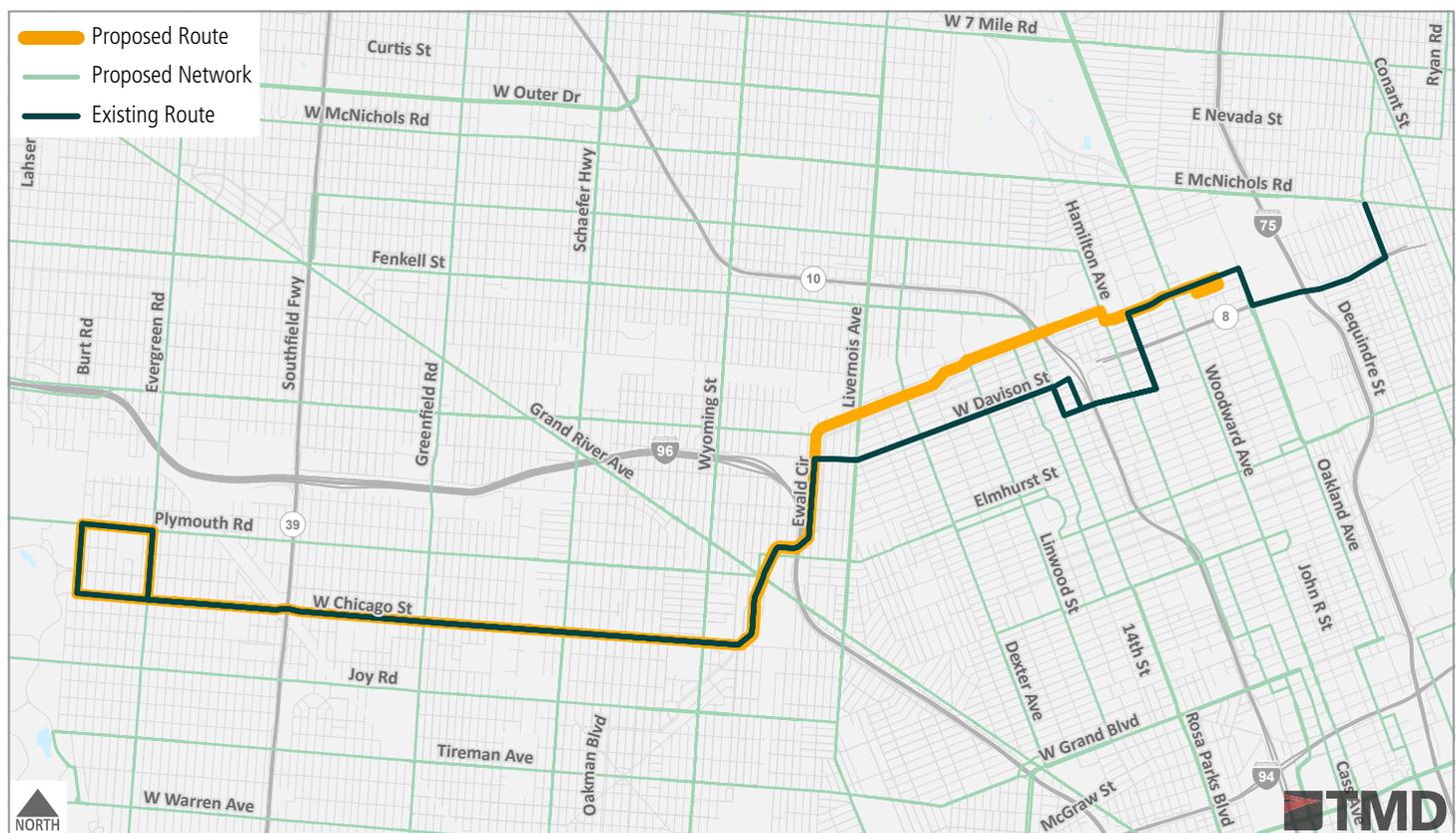
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 15 will be streamlined to operate between Plymouth Rd/Burt Rd and Woodward Ave/Manchester St via Chicago St, Oakman Blvd, Ewald Cir, and Oakman Blvd. Between Ewald Cir/Schoolcraft St and Manchester/Woodward, Route 15 will share an alignment with Route 43 Schoolcraft. This will allow for a combined frequency for riders traveling along this corridor. Customers riding the Davison St segment recommended for discontinuation will have access to crosstown service with Route 15 or 43 on Ewald Circle or Route 38 Plymouth on Elmhurst St. Direct Downtown service will be available with Routes 16, 18, 23, 29, or 52.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 10 p.m.	30	4 a.m. - 1 a.m.
Saturday	60	7 a.m. - 8:45 p.m.	30	4 a.m. - 1 a.m.
Sunday	60	7 a.m. - 7:45 p.m.	30	4 a.m. - 1 a.m.



ROUTE 16 Dexter

Tier 2

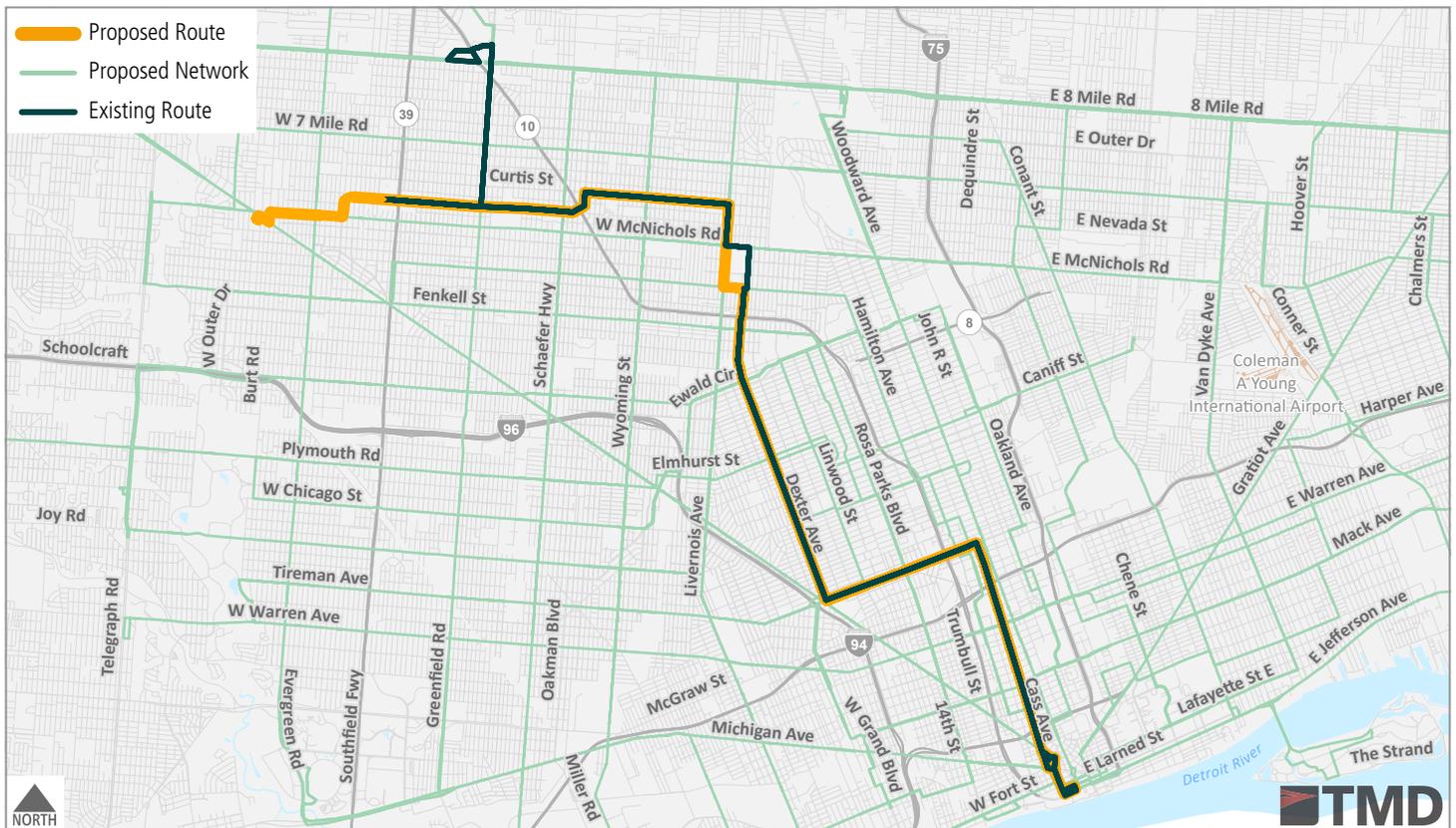
EXTENDED



PROPOSED CHANGES

Route 16 will now operate between Downtown and Old Redford Meijer (Grand River Ave/McNichols Rd) at all times. The route will follow its current alignment between Downtown and W Outer Dr/Greenfield Rd, except for a slight route change to operate on Livernois Ave between Puritan St and McNichols Rd (rather than Fairfield Ave) to better serve the University of Detroit Mercy campus. Buses will then continue on W Outer Drive, past Wayne County Community College to McNichols Rd and terminate at the Meijer hub. Riders can transfer to a 10 Greenfield bus for service on the former northern branch.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	20	24 Hours	15	24 hours
Saturday	30	24 Hours	15	24 hours
Sunday	30	24 Hours	15	24 hours



ROUTE 17 Eight Mile

Tier 2

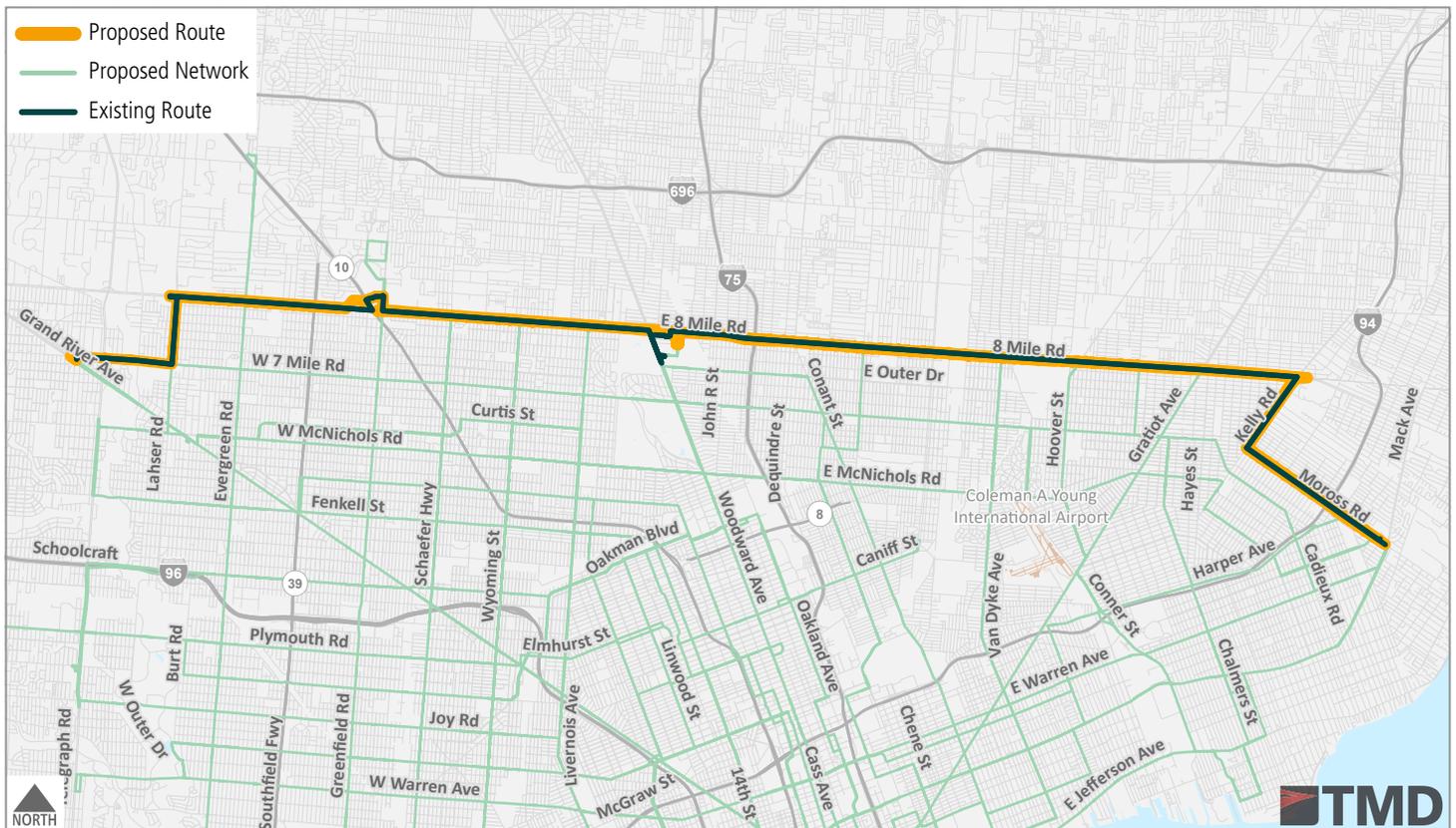
NO ALIGNMENT CHANGE



PROPOSED CHANGES

Route 17 will continue to operate between Moross Rd/Mack Ave and 7 Mile Rd/Grand River Ave via the current alignment. Route 17 will shift to the new State Fair Transit Center when it opens in 2024.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	24 Hours	15	24 hours
Saturday	30	24 Hours	15	24 hours
Sunday	30	24 Hours	15	24 hours



ROUTE 18 Fenkell

Tier 3

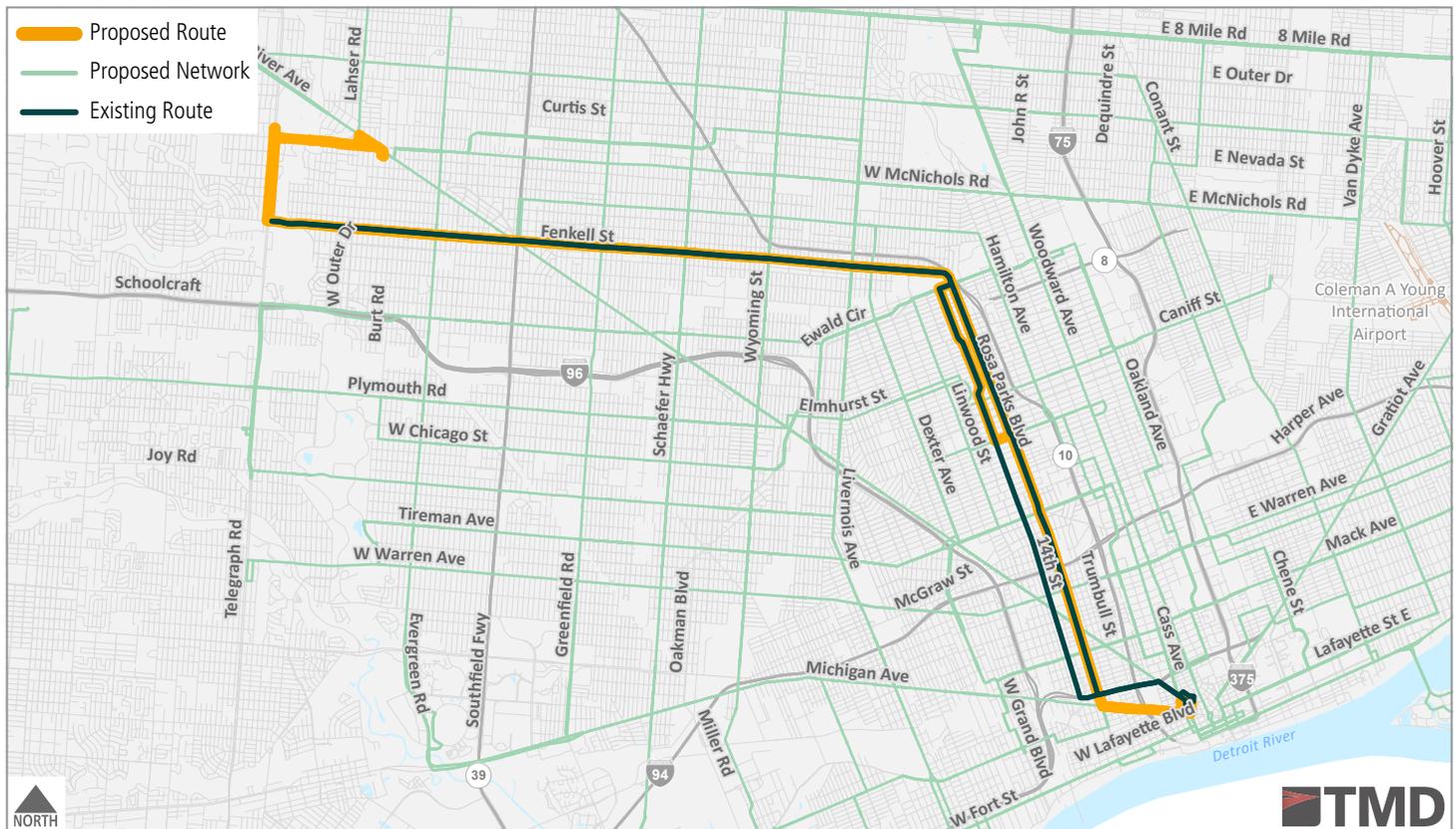
ROUTING ADJUSTMENT/EXTENDED



PROPOSED CHANGES

Route 18 will continue to operate between Rosa Parks Transit Center and northwest Detroit. Buses are proposed to operate on Michigan Ave in Downtown and Corktown, and bidirectionally on Rosa Parks Blvd after completion of the City's streetscape project. At the outer end, buses will continue north on Telegraph Rd from Fenkell St and then turn east on W McNichols Rd to end at the Old Redford Meijer Transit Hub. This will create new DDOT and SMART connections and access to shopping, and preserve coverage on McNichols west of Lahser Rd.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	45	5 a.m. - 11 p.m.	30	4 a.m. - 1 a.m.
Saturday	45	6 a.m. - 11 p.m.	30	4 a.m. - 1 a.m.
Sunday	60	8 a.m. - 8:45 p.m.	30	4 a.m. - 1 a.m.



ROUTE 23 Hamilton - Puritan

Tier 3

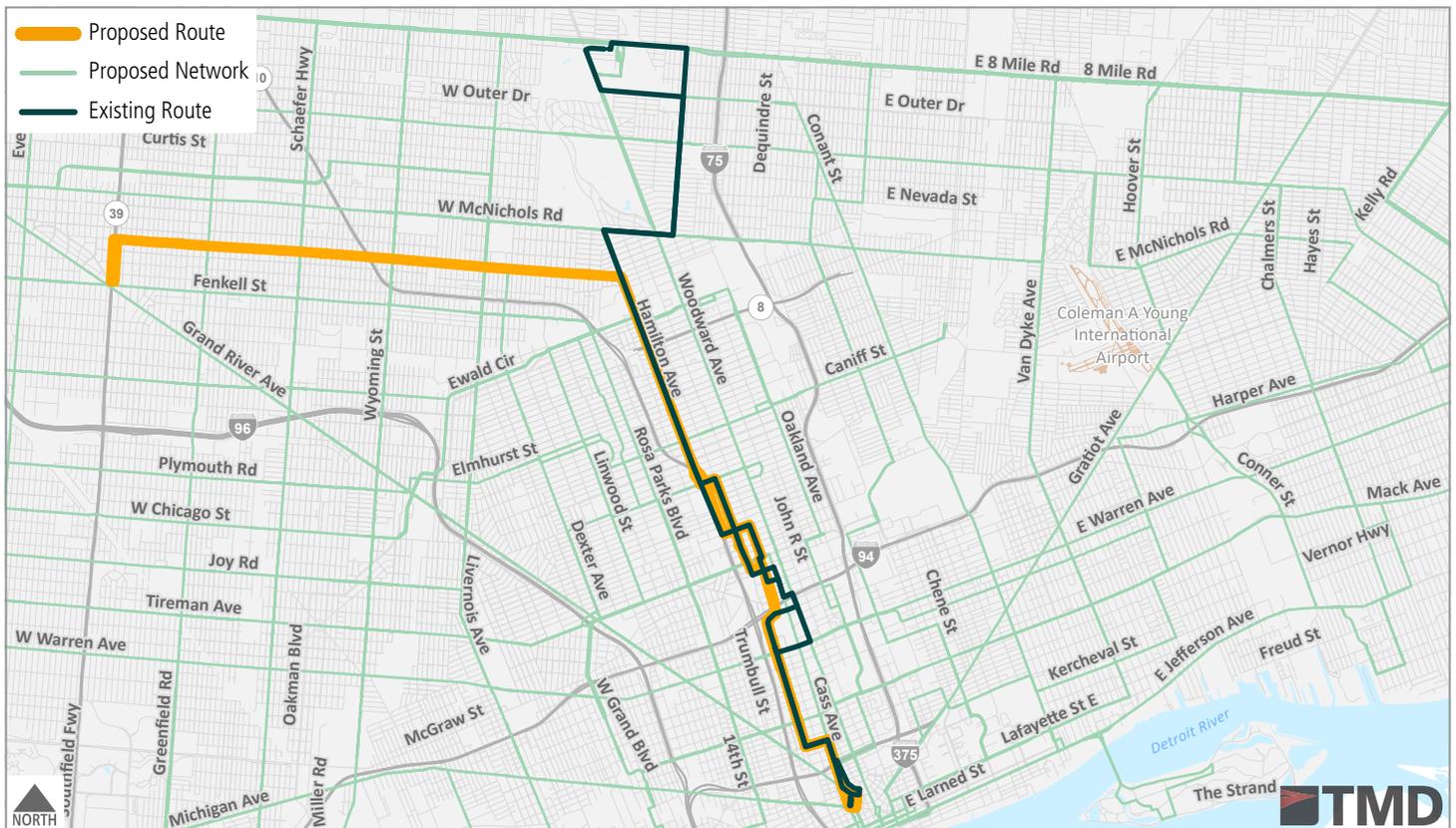
CONSOLIDATED



PROPOSED CHANGES

Route 23 Hamilton and Route 39 Puritan will be combined to create a new one-seat ride between the westside and Downtown Detroit. Route 39 riders will no longer need to transfer to 4 Woodward for service to New Center, Midtown, or Downtown. Current Route 23 riders north of Puritan St will still have access to State Fair Transit Center or Downtown Detroit on Route 4 Woodward or the new 52 Chene.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m.- 10 p.m.	30	4 a.m. - 1 a.m.
Saturday	60	7 a.m. - 10 p.m.	30	4 a.m. - 1 a.m.
Sunday	60	7 a.m. - 8:45 p.m.	30	4 a.m. - 1 a.m.



ROUTE 29 Linwood-Mid-City

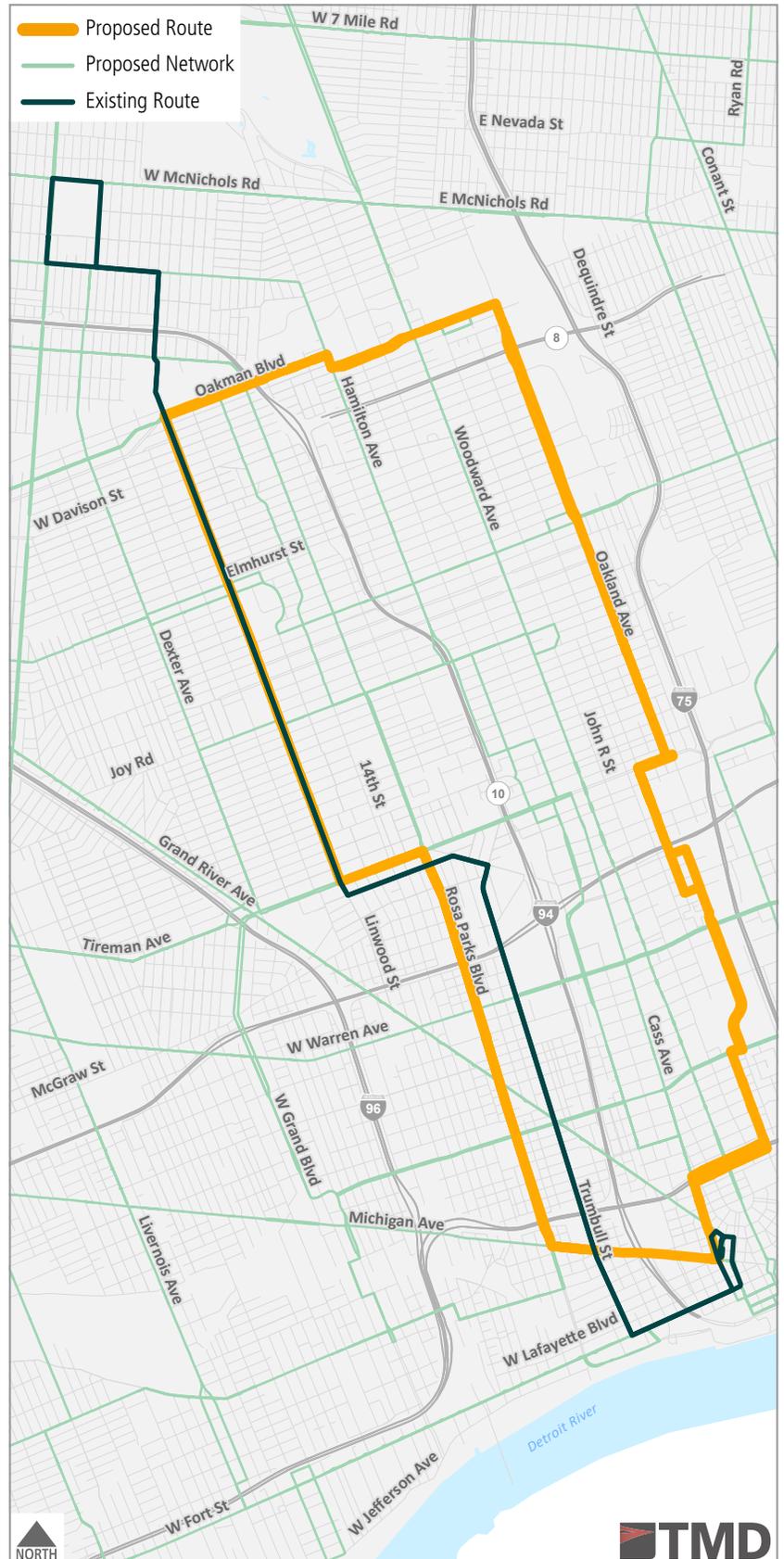
Tier 3

CONSOLIDATED



PROPOSED CHANGES

Route 29 will be combined with Route 42 Mid-City Loop for an improved bidirectional Midtown circulator route that also connects with Downtown and Rosa Parks Transit Center. The western portion of the loop will follow the current Route 29 alignment on Linwood Ave between Oakman Blvd and W Grand Blvd. It will then operate via Rosa Parks Blvd between Grand Blvd and Michigan Ave. The route will continue on Michigan Ave to Cass Ave, past Rosa Parks Transit Center, and use the Fisher Fwy service road to connect with Brush St. It will then resume the eastern alignment of the Mid-City Loop at Mack Ave/St. Antoine St, and continue to end at Woodward Ave/Manchester Pkwy. Riders of the northern segment of the current Route 29 can access Routes 16, 18, or 23 as an alternative for downtown service. Riders of the current route's segment on Trumbull St south of Grand Blvd can access Route 18 as an alternative.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6:45 a.m. - 9:30 p.m.
Saturday	60	6:45 a.m. - 9:30 p.m.
Sunday	60	7 a.m. - 7:30 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.



ROUTE 30 Livernois

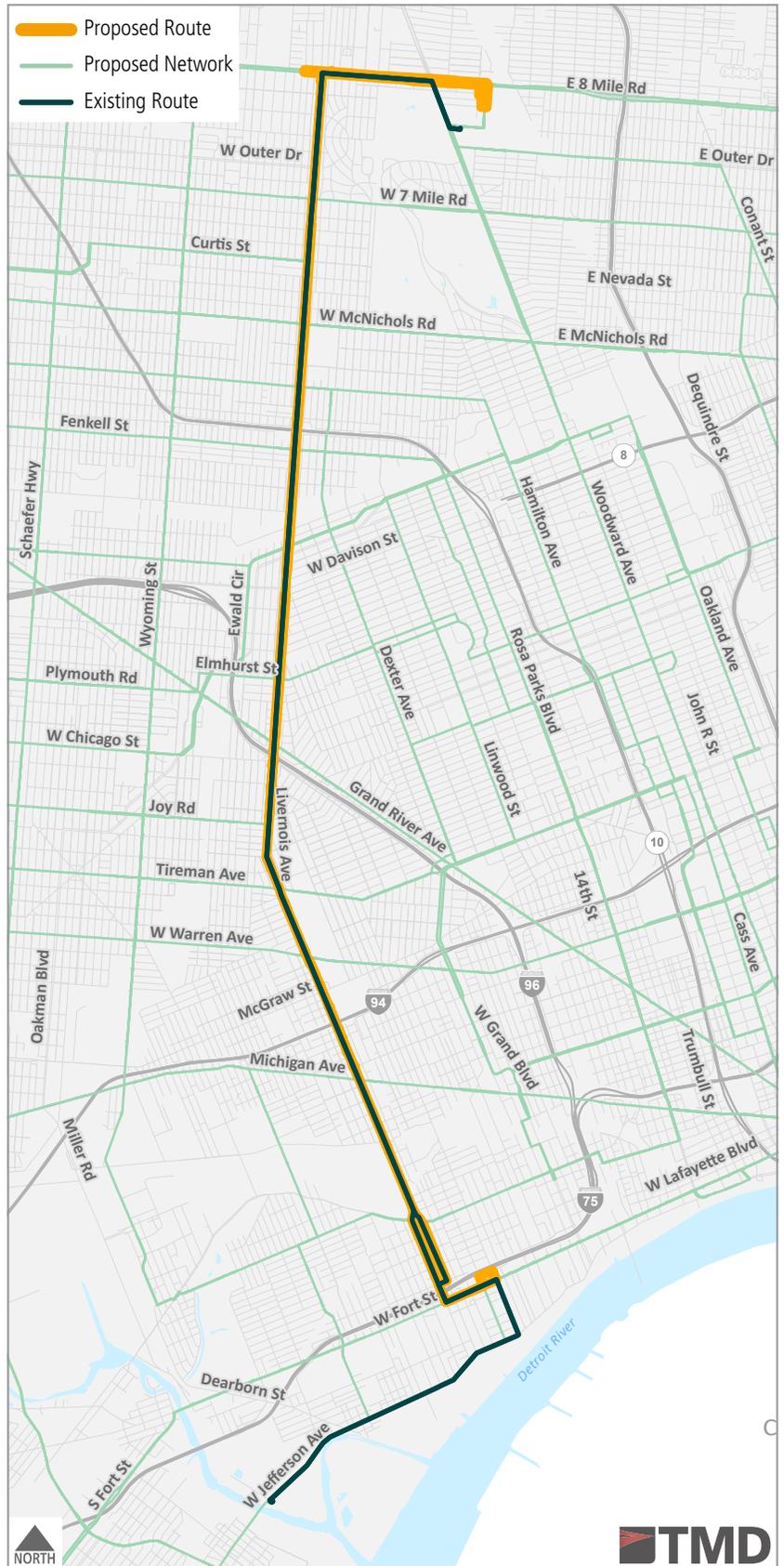
Tier 3

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 30 will continue to operate between State Fair Transit Center and Southwest Detroit via Livernois Avenue. At the south end, the route will be streamlined to terminate at Fort St/ Junction St to provide a connection to the CHASS Center.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 9:45 p.m.
Saturday	60	7 a.m. - 9:45 p.m.
Sunday	60	7 a.m. - 7:45 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.



ROUTE 31 Mack

Tier 2

NO ALIGNMENT CHANGE

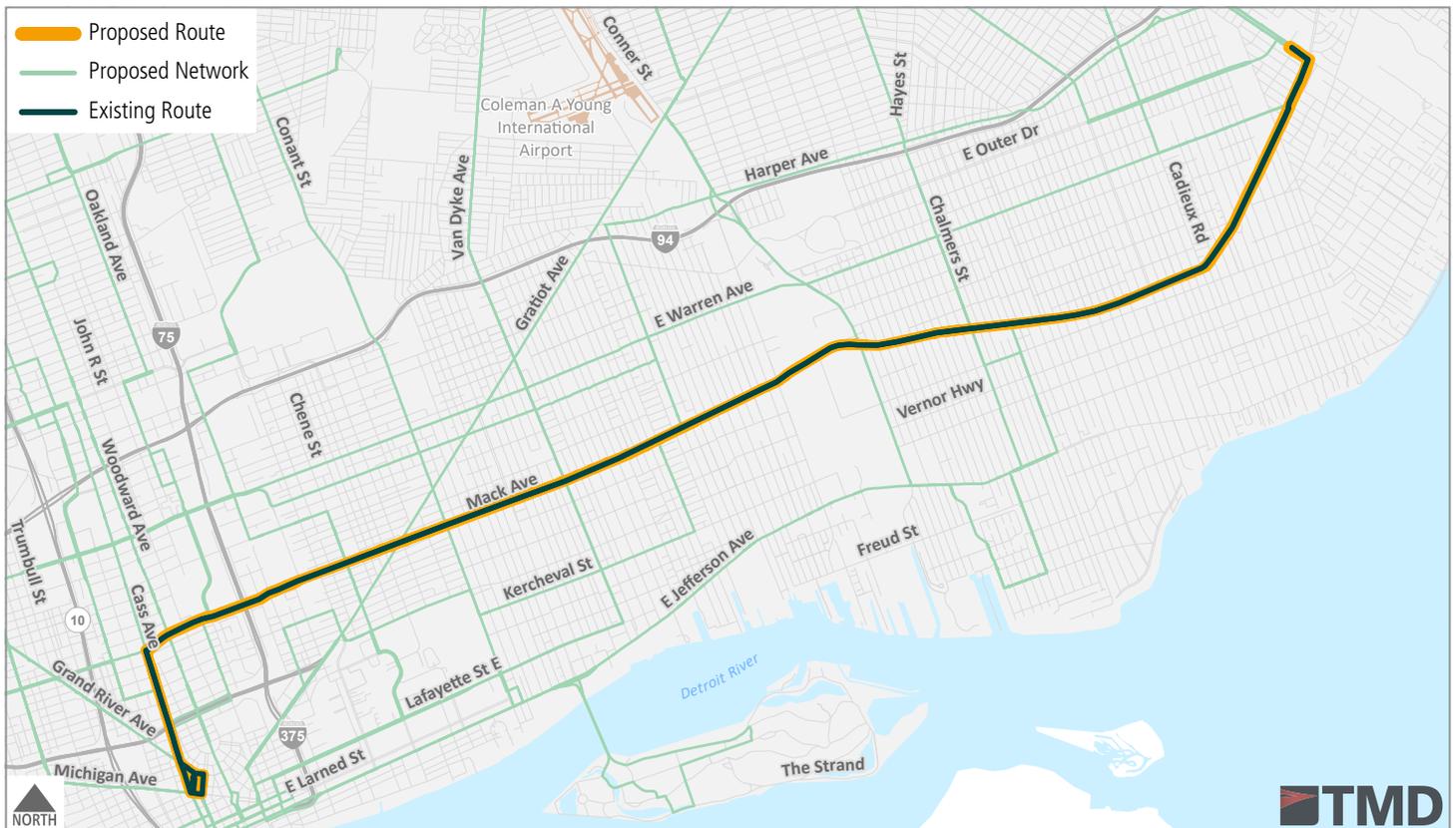


PROPOSED CHANGES

Route 31 will continue to operate between Rosa Parks Transit Center and Moross Rd/Mack Ave via its current alignment.



SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	5 a.m. - 11:45 p.m.	15	4 a.m. - 1 a.m.
Saturday	30	6 a.m. - 11:45p.m.	15	4 a.m. - 1 a.m.
Sunday	60	7 a.m. - 9:45 p.m.	15	4 a.m. - 1 a.m.



ROUTE 32 McNichols

Tier 2

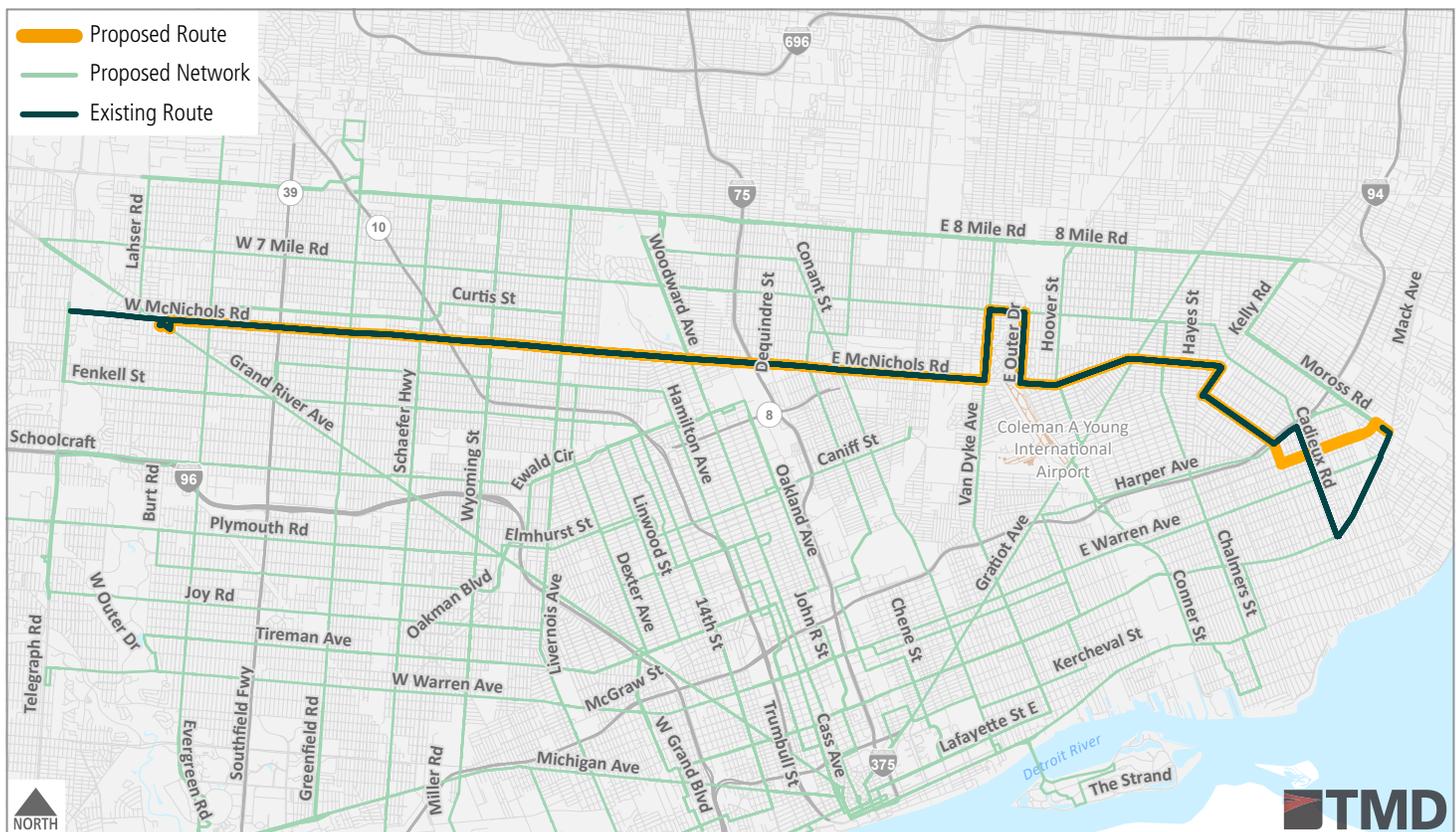
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 32 will continue to operate between the Old Redford Meijer Transit Hub and the east side via the current McNichols Rd alignment. On the east end at Whittier St/Harper Ave, buses will operate south on Whittier to E Outer Dr and east on Chandler Park Dr to terminate at Moross Rd/Mack Ave. This adds new service for residents of Cornerstone Village and opens up the entire route to improved network access with the all-day connection at Moross/Mack. Current Route 32 customers on Cadieux can access Route 7 as an alternative, along with Route 8 or Route 31. On the west end, buses will terminate at the Old Redford Meijer Transit Hub at all times. Service west to Telegraph Rd via McNichols Rd (currently weekday only) will be provided by Route 18 Fenkell on all days.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	30	5 a.m. - 1:45 a.m.	15	4 a.m. - 1 a.m.
Saturday	60	5:30 a.m. - 12:30 a.m.	30	4 a.m. - 1 a.m.
Sunday	60	7 a.m. - 10:15 p.m.	30	4 a.m. - 1 a.m.



ROUTE 38 Plymouth

Tier 3

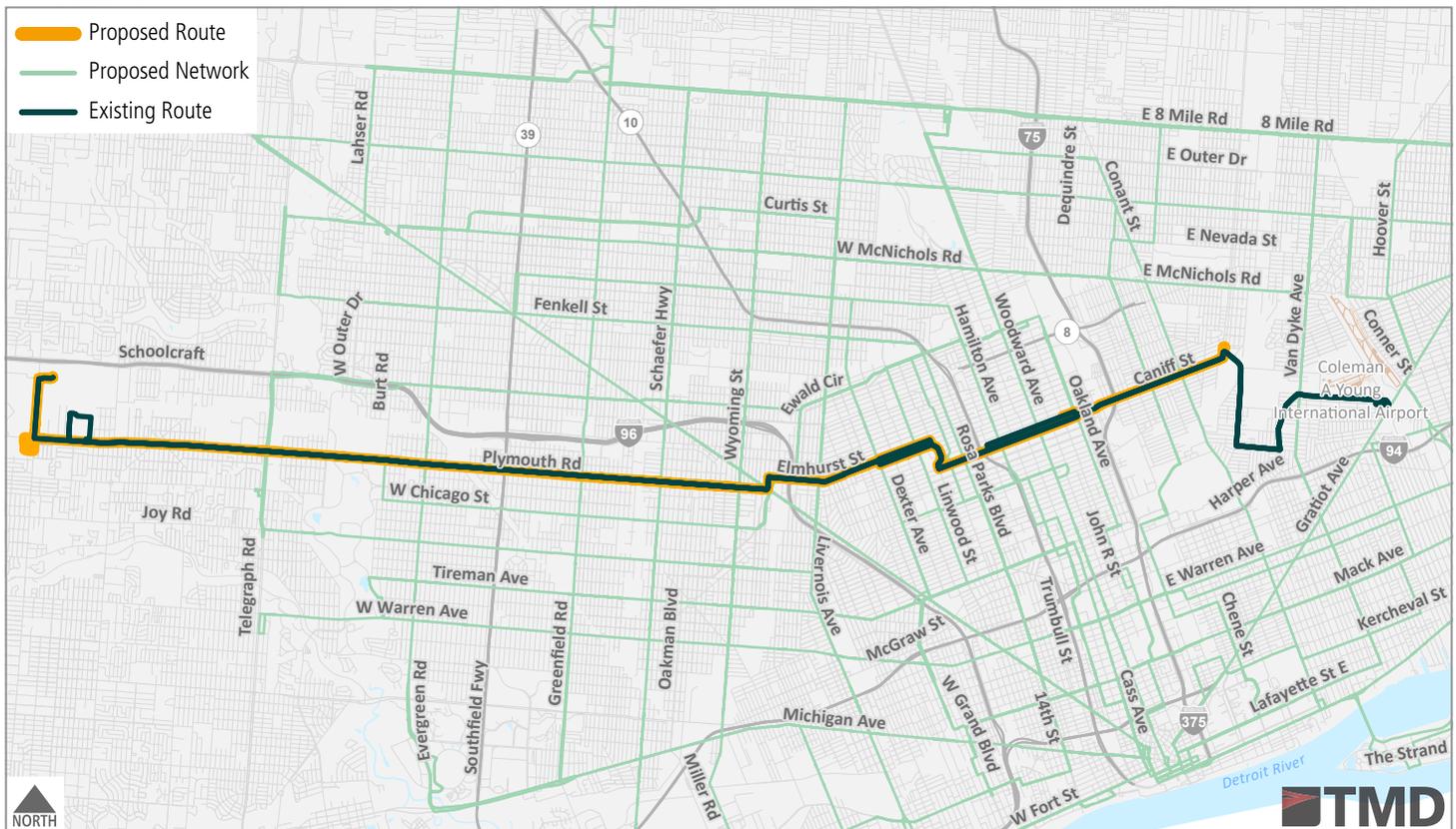
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 38 is proposed to operate between Livonia and Buffalo Charles (Caniff St/Mound Rd) via Hamtramck. At its west end, Route 38 will still terminate at the Millenium Park Meijer plaza with an improved stop location proposed. It is also proposed that buses will circulate through the Wonderland plaza to provide direct access to Walmart and Target. Within Detroit and Hamtramck, Route 38 will follow its current alignment to Caniff St/Mound Rd where it will terminate.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	3:45 a.m. - 12 a.m.	30	4 a.m. - 1 a.m.
Saturday	60	3:45 a.m. - 11 p.m.	30	4 a.m. - 1 a.m.
Sunday	60	3:45 a.m. - 8:15 p.m.	30	4 a.m. - 1 a.m.



ROUTE 39 Puritan

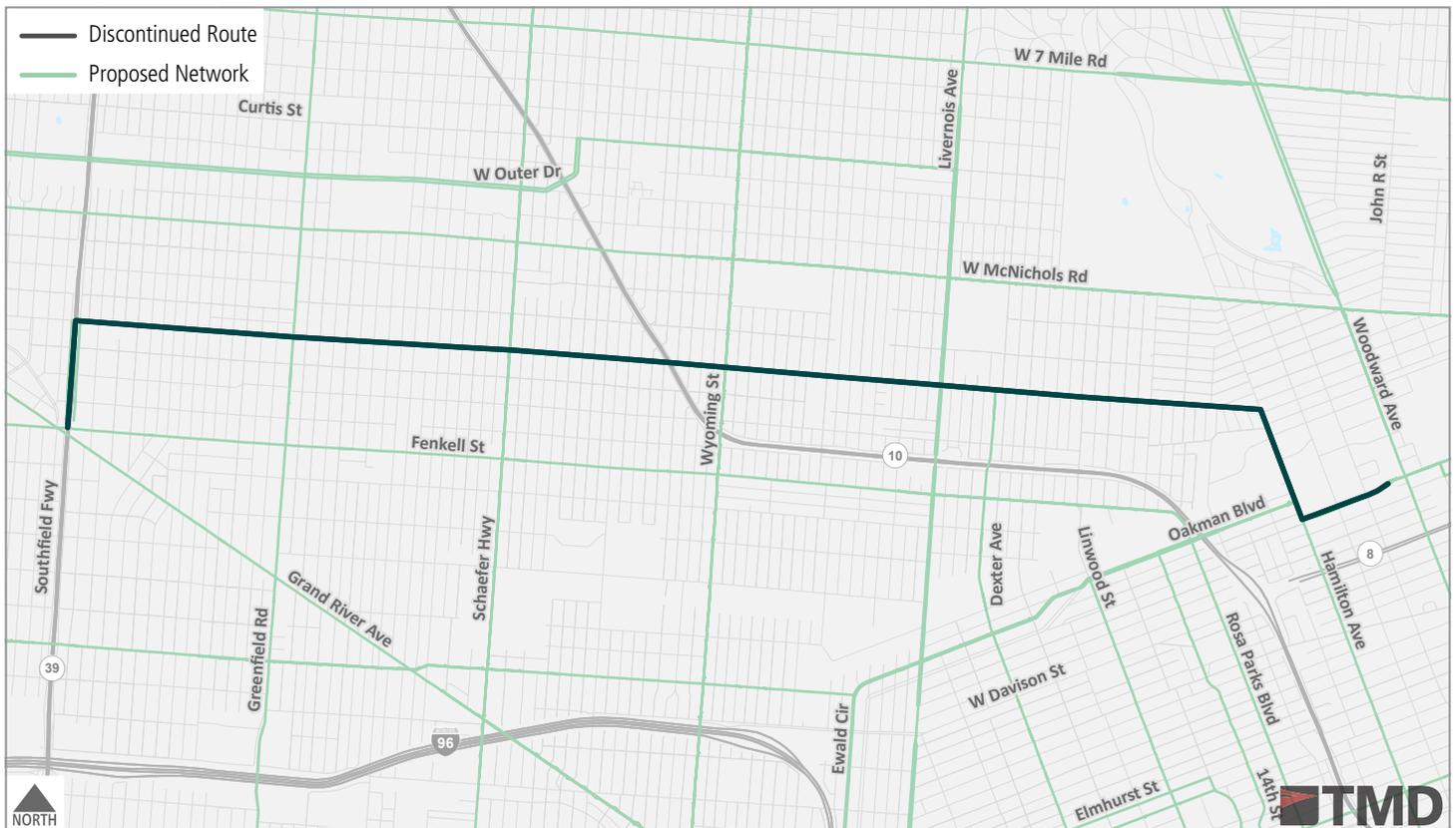


CONSOLIDATED

PROPOSED CHANGES

Route 23 Hamilton and Route 39 Puritan will be combined to create a new one-seat ride between the westside and Downtown Detroit. Route 39 riders will no longer need to transfer to 4 Woodward for service to New Center, Midtown, or Downtown. Former Route 23 riders north of Puritan St will still have access to State Fair Transit Center or Downtown Detroit on Route 4 Woodward or the new 52 Chene.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 7:30 p.m.	--	--
Saturday	60	7 a.m. - 6:30 p.m.	--	--
Sunday	60	8 a.m. - 4:30 p.m.	--	--



ROUTE 40 Russell



REPLACED

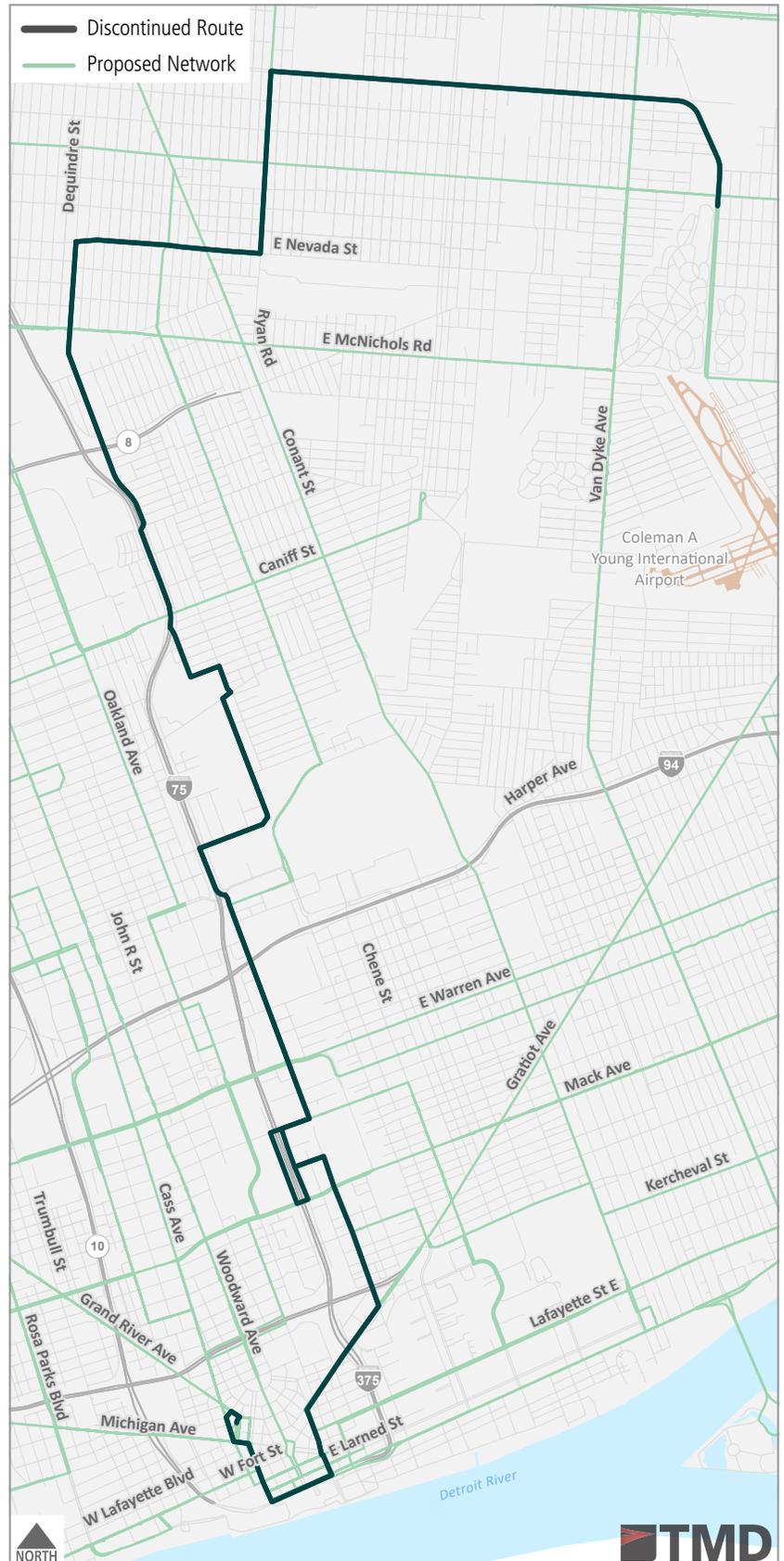
PROPOSED CHANGES

Route 40 is recommended for discontinuation, with alternative service available on the new 12 Conant, 52 Chene, or 67 Cadillac-Harper. Additional downtown connections are available on the 31 Mack or the proposed 29 Linwood-Mid-City.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 8 p.m.
Saturday	--	--
Sunday	--	--

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	--	--
Saturday	--	--
Sunday	--	--



ROUTE 41 Schaefer

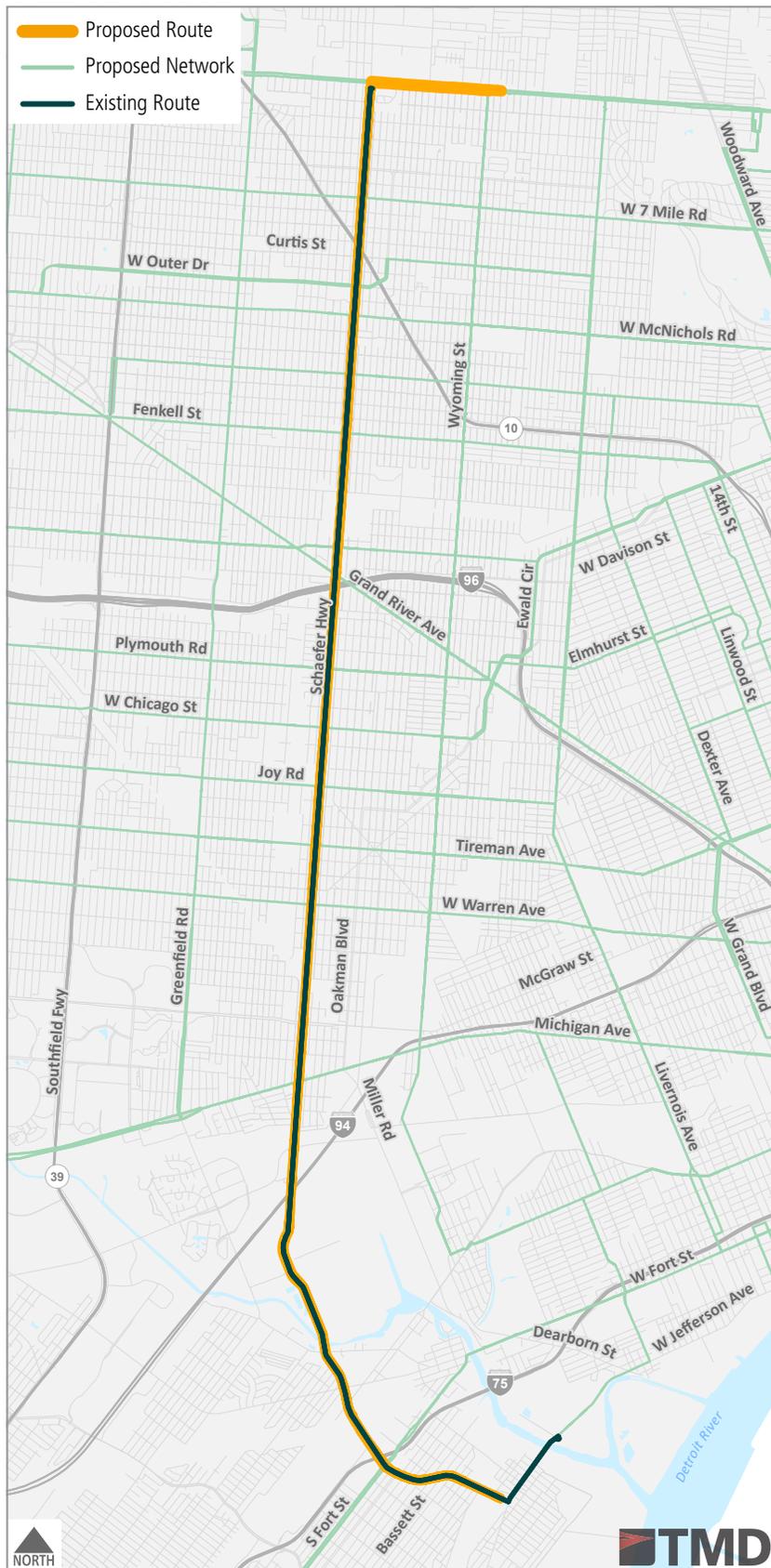
Tier 3

EXTENDED



PROPOSED CHANGES

Route 41 will continue to operate between River Rouge and 8 Mile Rd via Schaefer Rd/Hwy via the current alignment. At 8 Mile Rd, buses will continue east to Wyoming Ave providing new connections to shopping, jobs, and Henry Ford Kingswood Hospital.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 10:30 p.m.
Saturday	60	7 a.m. - 9:15 p.m.
Sunday	60	6:45a.m. - 9:15 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.



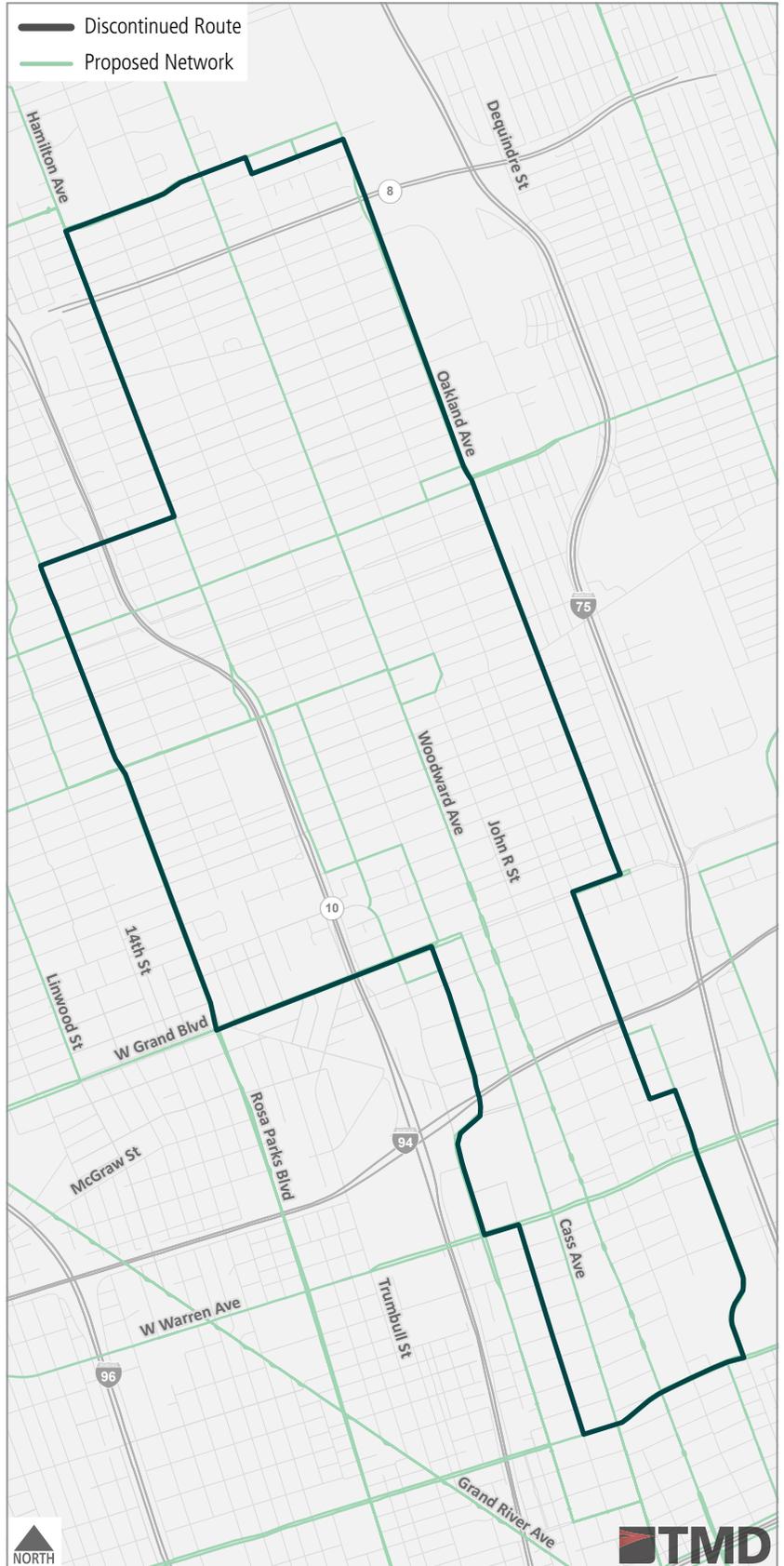
ROUTE 42 Mid-City Loop



CONSOLIDATED

PROPOSED CHANGES

Route 42 will be combined with Route 29 Linwood for an improved bidirectional Midtown circulator route that also connects with Downtown and Rosa Parks Transit Center (this new route is named 29 Linwood-Mid-City). The western portion of the loop will follow the current Route 29 alignment on Linwood Ave between Oakman Blvd and W Grand Blvd. It will then operate via Rosa Parks Blvd between Grand Blvd and Michigan Ave. The route will continue on Michigan Ave to Cass Ave, past Rosa Parks Transit Center, and use the Fisher Fwy service road to connect with Brush St. It will then resume the eastern alignment of the Mid-City Loop at Mack Ave/St. Antoine St, and continue to end at Woodward Ave/Manchester Pkwy. Riders on the western half of the current Route 42 (Hamilton Ave, Rosa Parks Blvd, 2nd Ave) can utilize Routes 16, 18, or 23 as an alternative.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	7:15 a.m. - 7 p.m.
Saturday	60	7:15 a.m. - 7 p.m.
Sunday	60	8:15 a.m. - 6 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	--	--
Saturday	--	--
Sunday	--	--

ROUTE 43 Schoolcraft

Tier 3

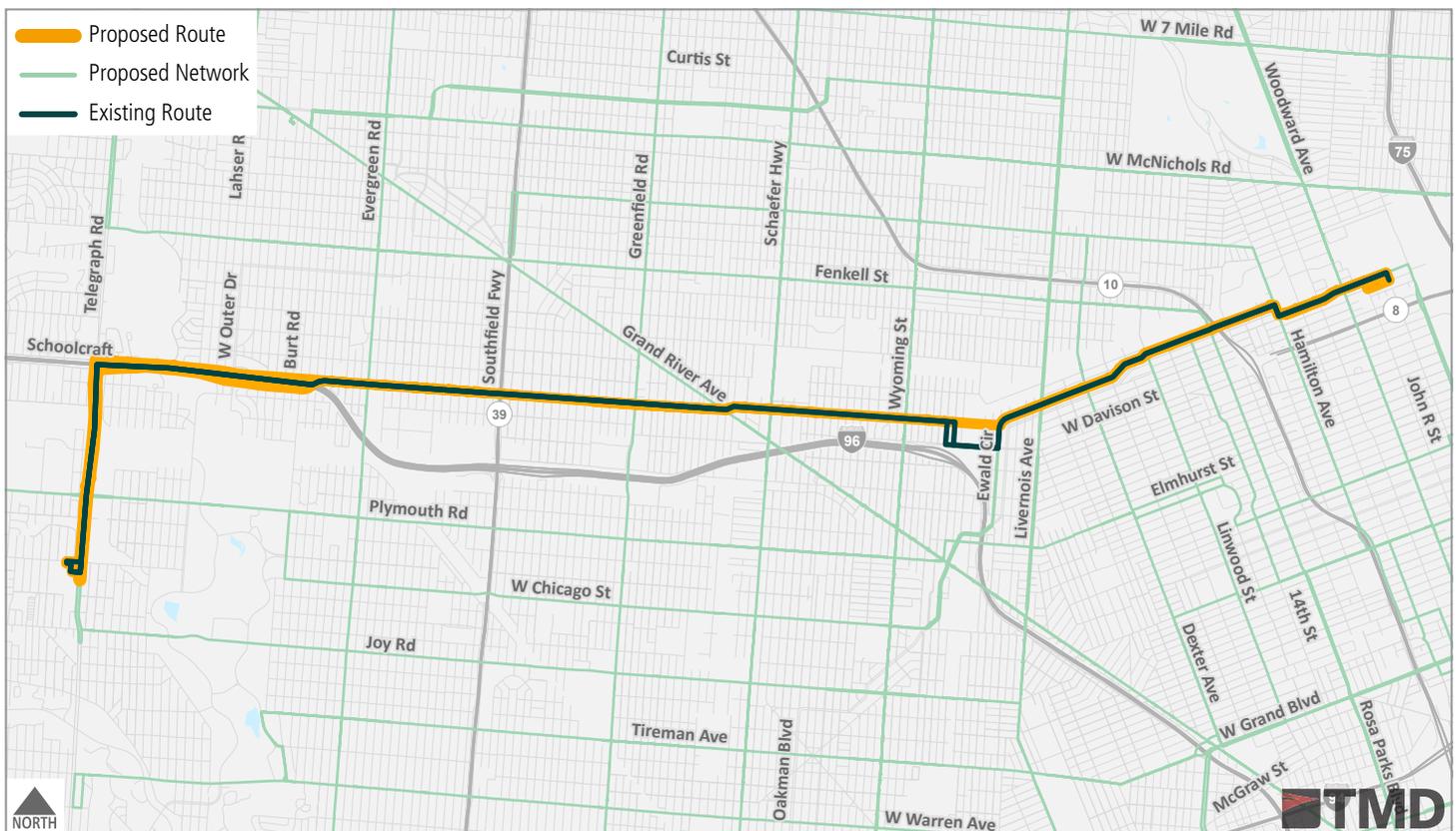
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 43 will continue to operate between Redford Plaza (Telegraph Rd) and Woodward Ave/Manchester St along its current alignment. It will be streamlined at Schoolcraft St/Ewald Cir to remain on Schoolcraft and not deviate the one block to Davison Ave. Between Ewald Cir/Schoolcraft St and Manchester/Woodward, Route 43 will share an alignment with Route 15 Chicago. This will allow for a combined frequency for riders traveling along this corridor.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	4:45 a.m. - 9:45 p.m.	30	4 a.m. - 1 a.m.
Saturday	45	7: a.m. -7:15 p.m.	30	4 a.m. - 1 a.m.
Sunday	45	10 a.m. - 7 p.m.	30	4 a.m. - 1 a.m.



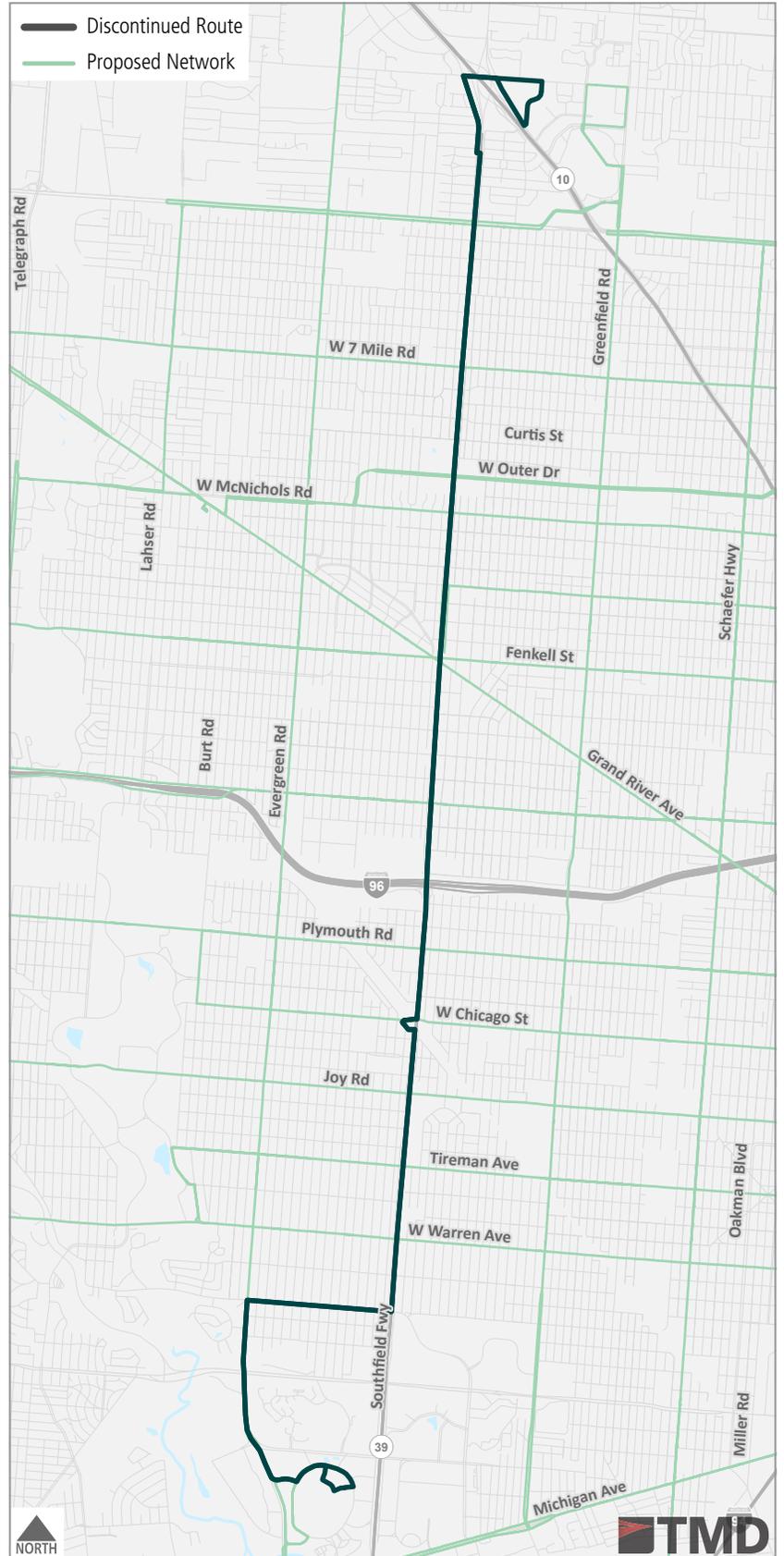
ROUTE 46 Southfield



REPLACED

PROPOSED CHANGES

The weekday peak hour-only Route 46 is recommended for discontinuation with its resources invested elsewhere in the network. As an alternative, riders can utilize Route 10 Greenfield or Route 60 Evergreen.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	--	5:45 a.m. - 8:15 p.m.
Saturday	--	--
Sunday	--	--

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	--	--
Saturday	--	--
Sunday	--	--

NORTH



ROUTE 47 Tireman

Tier 3

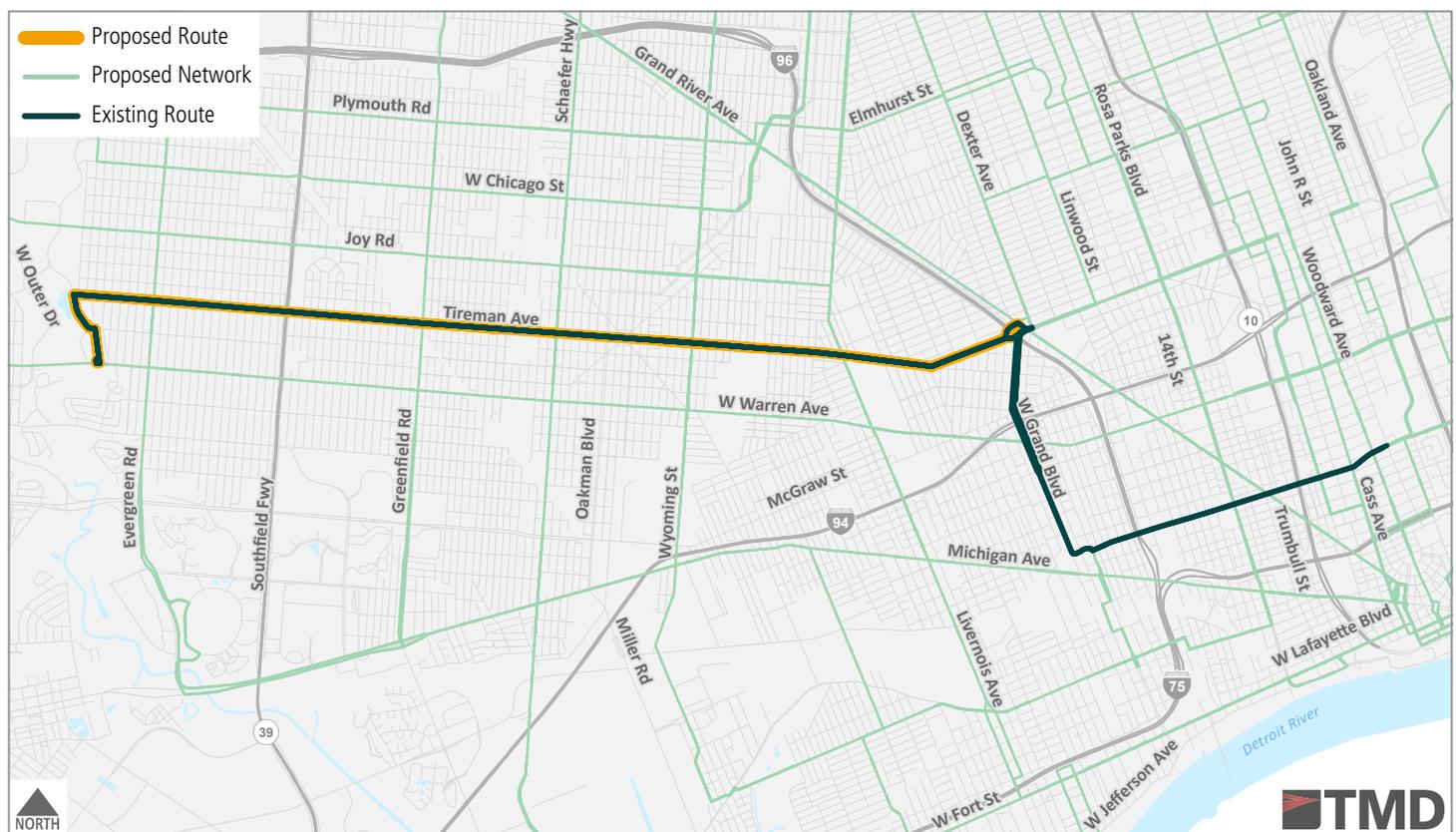
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 47 will operate between Warren Ave/Pierson St and Grand River Ave via the current Tireman St alignment at all times. Current Route 47 riders on W Grand Blvd will have access to the new 11 Clairmount or 27 Joy routes. Westside customers can transfer at Grand River to a 16 Dexter or 3 Grand River bus for service to Midtown or Downtown, or ride 8 Warren as an alternative.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	50	5:10 a.m. - 7:35 p.m.	30	4 a.m. - 1 a.m.
Saturday	--	--	30	4 a.m. - 1 a.m.
Sunday	--	--	30	4 a.m. - 1 a.m.



ROUTE 52 Chene

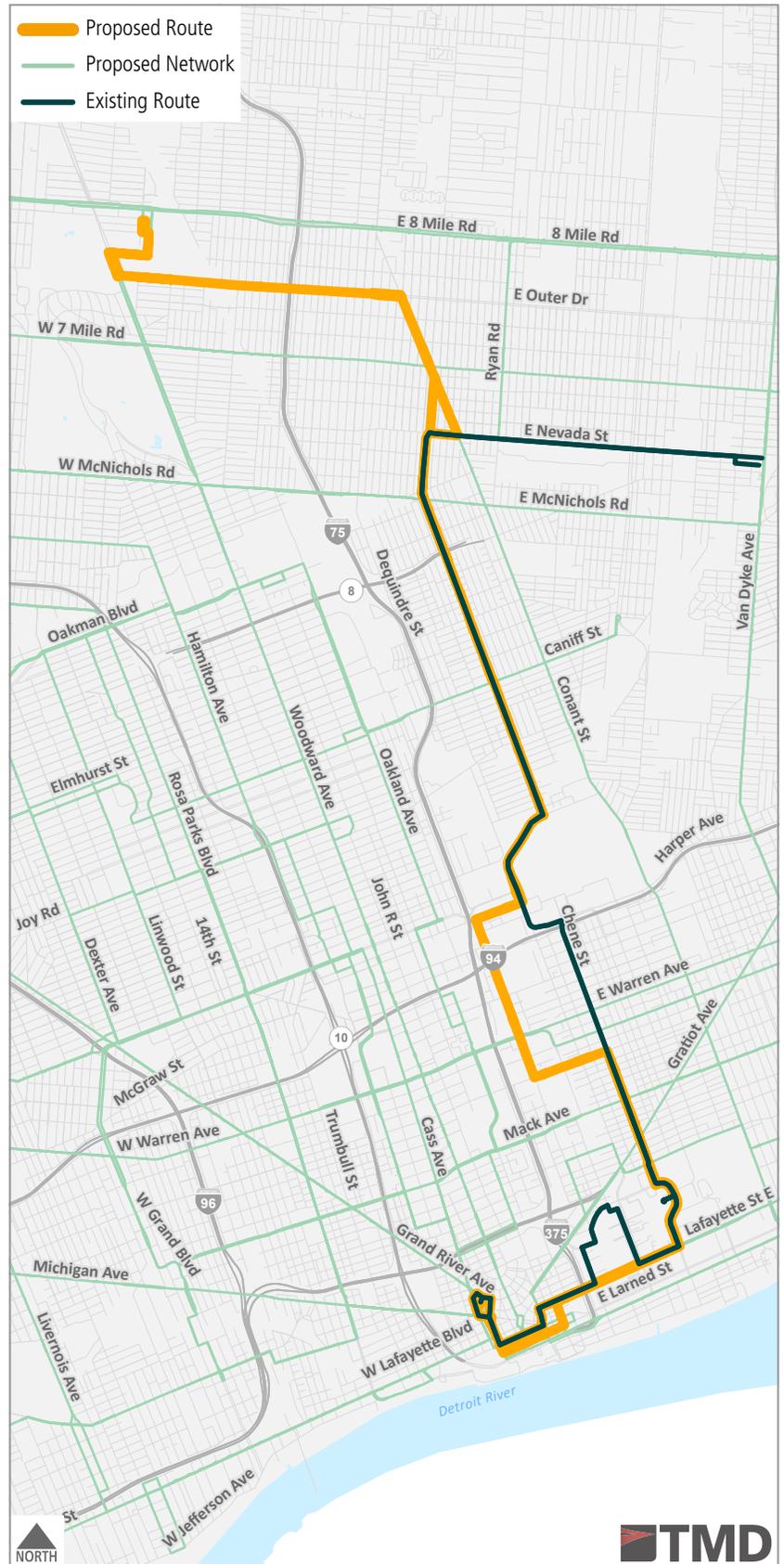
Tier 2

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 52 will now operate between Rosa Parks Transit Center and State Fair Transit Center. The route will be streamlined to operate on E Lafayette St in Lafayette Park. Customers on St. Aubin St, Orleans St, or Antietam Ave can walk to Lafayette St or Gratiot Ave for service. The route will operate on Russell St between Canfield St and E Grand Blvd to better serve key destinations. At Joseph Campau St/ Nevada Ave, buses will continue north on the former Route 12 alignment to E Outer Dr and west to the new State Fair Transit Center and Meijer shopping connection. Current customers on Nevada Ave east of Conant St can walk to the new Route 12 or Route 52 or walk to buses on McNichols Rd or 7 Mile Rd and transfer at Woodward for alternative service to Downtown, or at Van Dyke St for service to the east side.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 10 p.m.
Saturday		6 a.m. - 10 p.m.
Sunday		8 a.m. - 7:45 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	15	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.

ROUTE 54 Wyoming

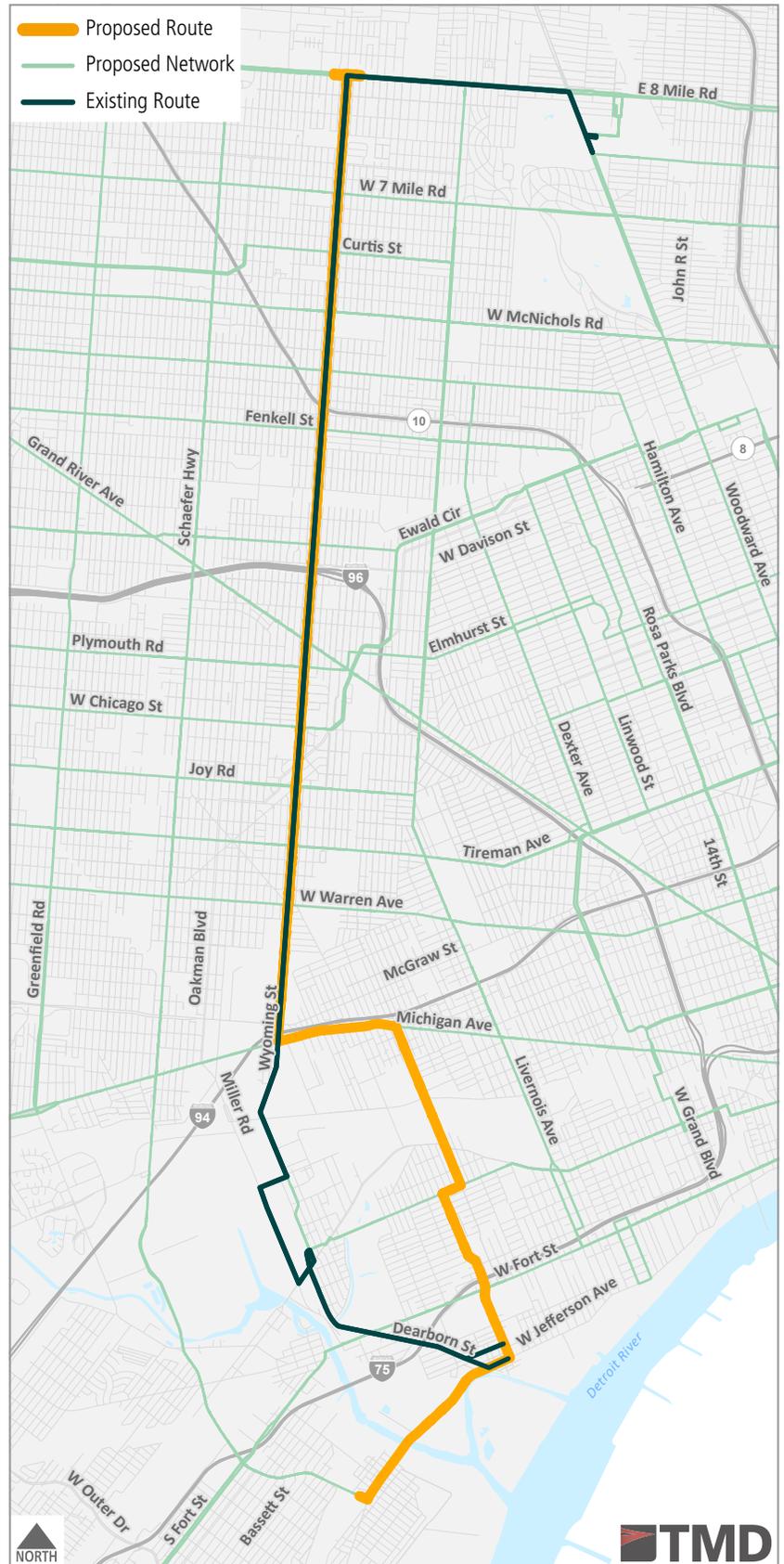
Tier 3

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 54 will be adjusted to operate between 8 Mile Rd/Wyoming St and Jefferson Ave/Coolidge Hwy in River Rouge. It will follow the current Wyoming St alignment to Wyoming St/Michigan Ave; from there buses will continue east on Michigan Ave to Central St and operate via Central St, Springwells St, and W End St in Southwest Detroit, opening new connections to jobs and shopping on Springwells St and a providing a new connection for the Southwest community. Customers on the former segment south of Michigan Ave will have access to rerouted 1 Vernor as an alternative. Customers seeking a crosstown connection can transfer at McNichols Rd or 7 Mile Rd, or at 8 Mile Rd for service to State Fair Transit Center and Meijer.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	7 a.m. - 9 p.m.
Saturday	60	7 a.m. - 9 p.m.
Sunday	60	8 a.m. - 7:45 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.

NORTH



ROUTE 60 Evergreen

Tier 2

NO ALIGNMENT CHANGE



PROPOSED CHANGES

Route 60 will continue to operate between Fairlane Town Center and 10 Mile Road on its current alignment. A new transit hub is proposed for the west side of Fairlane Town Center to provide a closer connection to Henry Ford Medical Center and U of M-Dearborn.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	30	5 a.m. - 11:15 p.m.
Saturday	30	6 a.m. - 11:15 p.m.
Sunday	60	7:15 a.m. - 10 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	15	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.



ROUTE 67 Cadillac-Harper

Tier 2

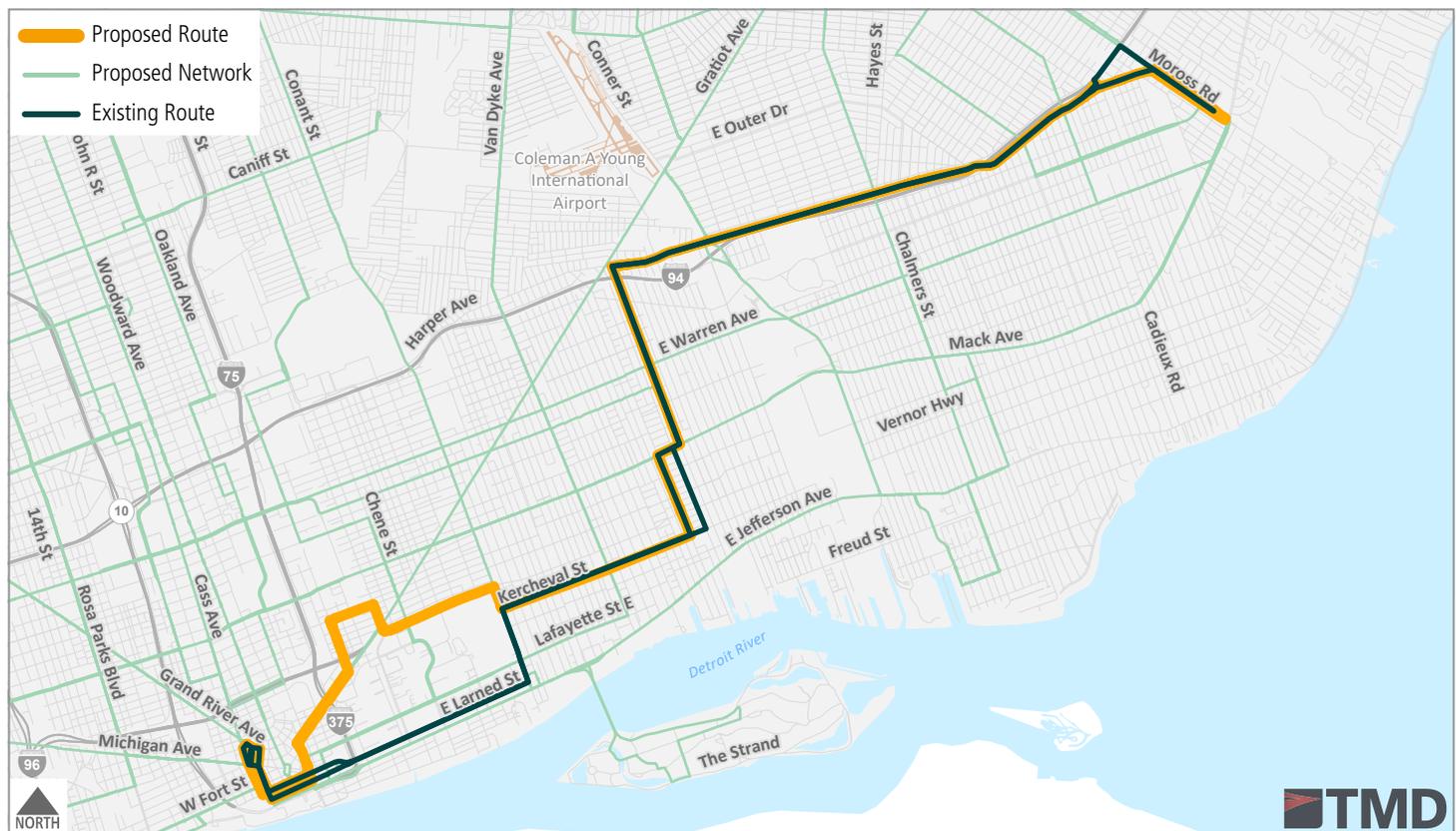
ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 67 will continue to operate between Moross Rd/Mack Ave and Rosa Parks Transit Center via Harper Ave, Cadillac Ave, McClellan St, and Kercheval Ave, with a new connection to Eastern Market. At Kercheval Ave/Mt. Elliott St, buses will continue north and then west on Vernor Hwy to Eastern Market via St. Aubin St, Wilkins St, and Russell St. The route will then continue downtown via Gratiot Ave. Riders currently accessing the stops on Mt. Elliott Street between Kercheval Ave and E Lafayette St can walk to the new Route 67 or to Route 5. Customers currently utilizing the E Larned St stops can ride Route 5 or Route 9 as an alternative.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 11:45 p.m.	15	4 a.m. - 1 a.m.
Saturday	60	7 a.m. - 11:45 p.m.	30	4 a.m. - 1 a.m.
Sunday	60	7 a.m. - 8:45 p.m.	30	4 a.m. - 1 a.m.



ROUTE 68 Chalmers

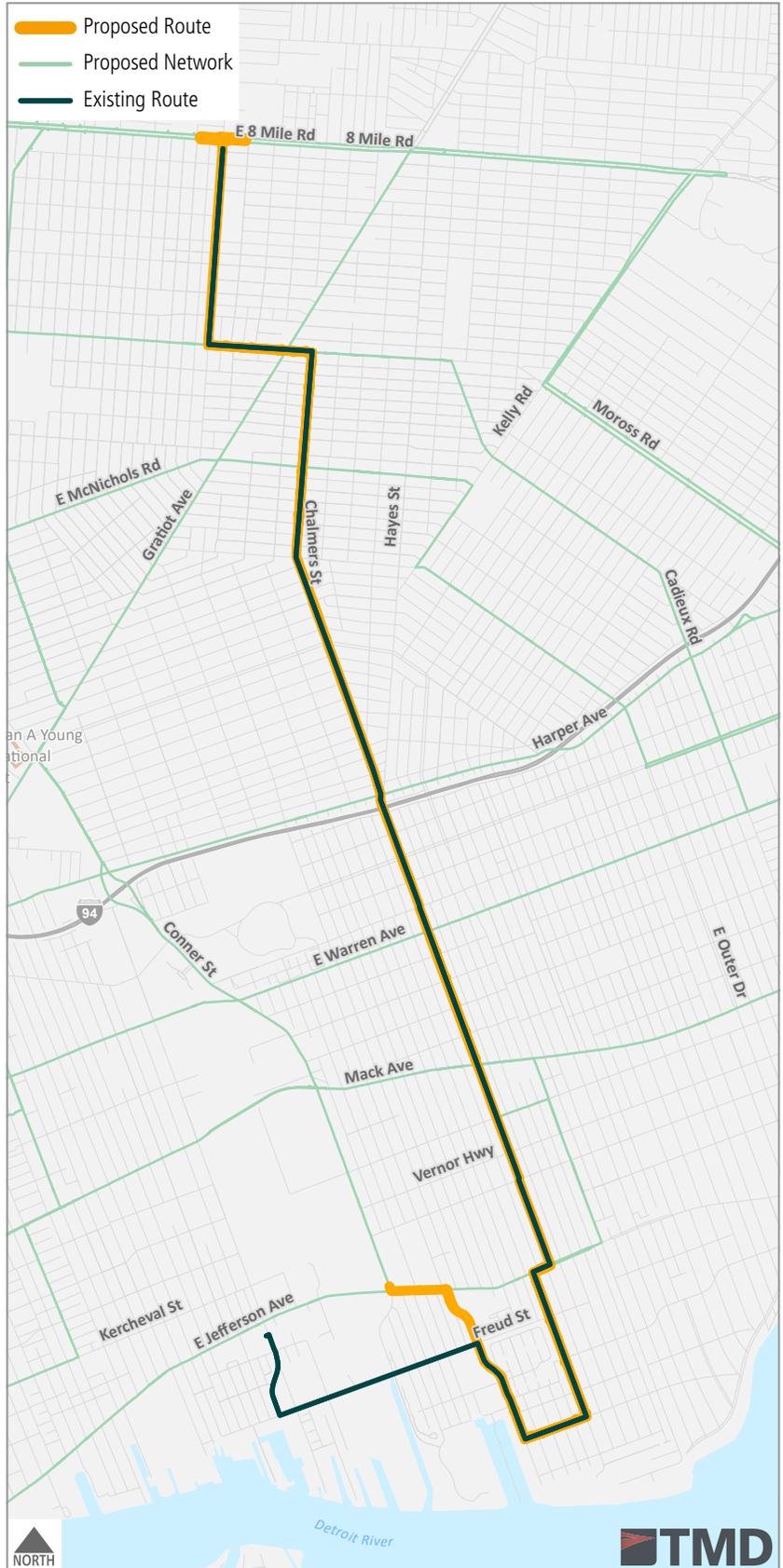
Tier 3

ROUTING ADJUSTMENT



PROPOSED CHANGES

Route 68 will continue to operate along its current alignment between 8 Mile Rd and E. Jefferson Ave. The route will continue to serve Jefferson Chalmers via Lakewood St, Korte St, and Dickerson St, and terminate at Conner St/Jefferson Ave for connection to Route 13. Service on Freud St and St. Jean Ave is recommended for discontinuation due to low ridership.



SCHEDULED SERVICE	EXISTING METRICS	
	FREQUENCY (MIN)	SPAN
Weekday	60	6 a.m. - 8:30 p.m.
Saturday	60	6 a.m. - 8:30 p.m.
Sunday	60	7 a.m. - 6:30 p.m.

SCHEDULED SERVICE	PROPOSED	
	FREQUENCY (MIN)	SPAN
Weekday	30	4 a.m. - 1 a.m.
Saturday	30	4 a.m. - 1 a.m.
Sunday	30	4 a.m. - 1 a.m.

ROUTE 70 GH Bridge/Belle Island Shuttle

Tier 3

NEW ROUTE



PROPOSED CHANGES

This new shuttle route will operate between Belle Isle (including Belle Isle Beach) and the new Gordie Howe International Bridge via downtown and Rosa Parks Transit Center. To the west, it will connect Downtown with Ralph C. Wilson Park, Historic Fort Wayne, and the planned multiuse path to Ontario on the Gordie Howe International Bridge. This route will be scheduled with more frequent service on weekends and holidays and during warmer months as demand warrants.

SCHEDULED SERVICE	EXISTING METRICS		PROPOSED	
	FREQUENCY (MIN)	SPAN	FREQUENCY (MIN)	SPAN
Weekday	--	--	30	5:30 a.m. - 10:30 p.m.
Saturday	--	--	30	5:30 a.m. - 10:30 p.m.
Sunday	--	--	30	5:30 a.m. - 10:30 p.m.

